# The New-York Times.

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## WASHINGTON.

### The "Parliamentary" Denial in the Spanish Cortes—Senator Morton's Speech—Kansas Bribery—Credit Mobilier.

*Special Dispatch to the New York Times.*

WASHINGTON, Jan. 17.—The statement telegraphed from Madrid covering the denial in the Cortes by Señor Zorilla, that any communication had been received from this Government on the subject of slavery, is exceedingly broad, but must not be understood as warranting the assumption that nothing has been received by the Spanish Ministry. The denial, it will be observed, is termed "parliamentary," and was undoubtedly put forth to prevent an unpleasant interpellation from the opposition. The denial is, more properly speaking, strictly diplomatic. The Spanish Government has not, of course, received the note of Mr. Fish, as that was written to Minister Sickles. When read by him to the Spanish Minister no copy would be furnished unless asked for, and none was asked for. So that, diplomatically speaking, the Government has received no such communication, but the Spanish Minister of Foreign Affairs, and through him the Spanish Government, has full knowledge of the latest views of this Government on the subject of slavery in the Spanish West Indian possessions, whatever they may say in the Cortes.

THE ELECTORAL COLLEGE.

Mr. Morton today made the speech which has been expected for some time on the method by which we elect Presidents. Mr. Morton advocates the principle of the people voting directly for President, and the abolition of the Electoral College. Arkansas and Louisiana admonish the country that possible grave troubles may grow out of the present system unless some change is made, or at least some provision for determining contests between two or more Boards of Electors claiming to be chosen by any State. Mr. Morton's speech, which was about an hour long, was learned and highly interesting. It is quite uncertain that Congress will act on the subject this Winter, though if an amendment of the Constitution is to be proposed to the country, there can be but little delay if three-fourths of the States are to act upon it in time to have it take effect in the next election for President.

MEDICAL HISTORY OF THE WAR.

On motion of Mr. Anthony, the Senate concurred in the resolution of the House to print 3,500 copies of the *Medical and Surgical History of the War*. The records of the examinations of enlisted men and the records of the Surgical Department of the Army, with the examination of applicants for pensions, form a mass of the best data ever accessible to the medical profession for remarkable and useful generalization. Fortunately it is to be placed, by the skillful labors of the Medical Department and the generosity of Congress, within the reach of the medical profession of the world, and it cannot fail to do honor to the profession in America.

THE KANSAS BRIBERY CASE.

Gov. Carney, of Kansas, will be examined by the Committee in charge of the Caldwell bribery case, to-morrow morning at 10 o'clock. Gov. Carney, it is in evidence, received $22,000 from Caldwell, or Caldwell's friends, to withdraw from the Senatorial contest. In view of this, there will be a large attendance on the session to-morrow.

A NEW BARGE OFFICE AT THE BATTERY.

James L. Benedict, the Special Deputy Surveyor and now Acting Surveyor of the Port of New-York, made an argument before the House Committee on Appropriations today, asking for $150,000 for the erection of a new Barge Office upon the Battery. The Committee is understood to be favorably disposed toward the plan.

BUSINESS IN THE HOUSE.

The House proceedings today were absolutely devoid of interest. Many private bills were passed. There will be a session to-morrow, and there are numerous other indications of a disposition to press business. There are but thirty more legislative days left for the Forty-second Congress, and it is necessary to utilize every one of them, if an extra session is to be avoided.

THE FLORIDA ELECTION CONTESTS.

The House Committee on Elections today decided the Florida contested election case of Walls *vs.* Niblack. The seat was unanimously awarded to Niblack, Democrat, Mr. Walls, colored, having held the seat up to this time. The long delay in this matter has been owing chiefly to the inability of Niblack, the contestant, to obtain the evidence required from the more distant districts. There is no blame to be attached to the Committee therefor. Walls defeated Niblack in the recent election to the Forty-third Congress.

FAMILIES OF DECEASED DIPLOMATIC OFFICERS.

Mr. Monroe has an amendment to the Diplomatic Appropriation bill, designed to extend relief to the widows and families of such officers of our foreign service as may die at their posts, and in indigent circumstances. Cases have frequently arisen when the widows and children of deceased officials have been able to return to this country only by the aid of voluntary contributions from representatives of other nations. It is considered that this is a discredit to our Government. Mr. Monroe would allow an annual appropriation of $5,000 for such contingencies.

BANKING AND CURRENCY.

A prominent member of the House Committee on Banking and Currency is of the opinion that Congress will take no definite action with regard to the currency this session. He argues that the time is so limited, and there are so many different theories, many of which are embodied in bills, that it will be impracticable to secure any legislation upon the subject. This gentleman regards this prospect as very unfortunate for the country, as he considers that the necessities of commerce demand more currency. While the business of the country is constantly extending, and the population rapidly increasing, the currency is kept within the same scanty, inflexible bounds. He would remove the restrictions imposed upon free banking by the National Banking act, render banking entirely free, conditioned upon adequate bonded security, and leave the amount of the currency to be determined by the principle which regulates all material matters—the law of supply and demand. Senator Sherman is said to be quite confident that the House will approve his scheme for free banking and specie resumption. He represents that in the Senate it was supported by gentlemen holding the most diverse views upon the subject of inflation and specie resumption, and he considers that in the House it should be indorsed both by those who favor an inflation of the currency and by the advocates of specie resumption.

DULUTH.

The States of Michigan and Wisconsin have long had a controversy relative to Duluth Harbor, which has been rendered more complicated by the destruction of the breakwater. This controversy has come before the House Committee on Commerce. A compromise has been suggested whereby the Cities of Duluth and Superior may both use the inner harbor. The Governor of Wisconsin is expected to arrive next week to urge this compromise.

CREDIT MOBILIER.

Oakes Ames will be recalled by the Poland Investigating Committee to-morrow. It is given out that he designs to make a more complete statement than any he has yet given, and that he will contradict some of the important evidence of members of Congress who have testified. Mr. Sidney Dillon, President of the Credit Mobilier, and Mr. Kennedy, Mr. Ames' private secretary, will also be examined, and this, Mr. Poland thinks, will conclude the testimony. There is considerable comment among Senators over the fact that a Committee of the House is undertaking to investigate the case of a Senator. It is looked upon as a piece of gross disrespect to that body.

WYOMING COAL.

A letter was received this morning by a Congressman, from an eminent source, which makes some definite statements for the consideration of the Wilson Pacific Railroad Investigating Committee. The letter states that the Wyoming Coal Company, which is composed of the officers of the Union Pacific Railroad, made a contract with the Union Pacific corporation to supply the latter with coal for a term of years; that the Coal Company has charged the Union Pacific Company—and received $6 per ton for coal when the market price was only $2, and that the profits to the Coal Company, and the consequent loss to the road, in which some members claim the Government is partner, amounted, during the first fifteen months of the existence of this contract, to $150,000. The subject matter of the letter will be referred to the Wilson Committee.

*Dispatch to the Associated Press.*

REDUCTION OF POSTAGE.

The House Post-office Committee today unanimously authorized Gen. Farnsworth, the Chairman, to prepare a bill to reduce letter-postage to two cents, and require prepayment on all printed matter except on weekly papers circulating in the counties where they are printed; these to be unaffected by the proposed bill. An estimate from the Post-office Department shows that $1,300,000 are annually lost on account of postage on printed matter being uncollected or confiscated by Postmasters.

PRESENTATION OF PERMITS.

The Secretary of the Treasury has issued a circular to Collectors of Customs, providing that permits issued on the entry of goods in warehouses for consumption, must be presented to the store-keeper in charge of the warehouse within thirty days, otherwise the permit shall be canceled.

NOMINATIONS.

The President sent the following nominations to the Senate today:

J. W. Haverstick to be Receiver of Public Money at Los Angeles, Cal.; Albert Parsons, of Kansas, to be Agent for the Indians of the Choctaw and Chickasaw Agency, Indian Territory.

WOMAN SUFFRAGE.

The National Woman's Suffrage Convention at the meeting today, after adopting a series of characteristic resolutions, were entertained with speeches, one of the ladies deprecating the absence of a law in the District of Columbia to punish the highest crime against womanhood known in the calendar. This evening Mrs. Elizabeth Cady Stanton and Mrs. Matilda Joslyn Gage will deliver addresses, the former on "The Constitutional Right of Women to the Ballot," and the latter on "Civilization *vs.* State Rights."

BRITISH CLAIMS.

The British and American Claims Commission have, since Dec. 18, disallowed twenty-four claims and made favorable awards in fourteen other cases. So far, about 150 cases have been disposed of, and there is hardly a doubt that the Commission will complete its business within the time provided by the treaty, viz., by Sept. 26, 1873. Judge Hale, United States agent, is confined to his house by sickness, in consequence of which the Commission has adjourned to Monday next.

SUPERVISING INSPECTORS OF STEAM-BOATS.

At a meeting of the Board of Supervising Inspectors held today annual reports were presented by the Supervising Inspectors in the Second, Seventh, and Eighth Districts.

Supervising Inspector-General Ninmo announced the following Standing Committees for the year 1873:

*Pilot Rules of Western Rivers*—Messrs. Stephenson, Burnett, Houston.

*Life-saving Apparatus*—Messrs. Houston, Menshaw, Bemis.

*Boilers and Machinery*—Messrs. Low, Rogers, Devenny.

*Pilot Rules for Lakes and Sea-board*—Messrs. Ralph, Low, Stephenson.

*Fire Apparatus*—Messrs. Menshaw, Ralph, Rogers.

*Amendments to the Law*—Messrs. Guthrie, Stephenson, Burnett.

*Printing and Blank Forms*—Messrs. Devenny, Dennis, Guthrie.

*Safety Valves, Gauges, &c.*—Messrs. Rogers, Devenny, Menshaw.

*Rules and Regulations*—Messrs. Bemis, Houston, Stephenson.

*Discipline of Licensed Officers*—Messrs. Burnett, Guthrie, Ralph.

*Annual Reports*—Messrs. Bemis, Devenny, Law.

The death of Increase F. Hill, of Boston, was announced, and the Board adjourned in respect to his memory.

NAVIGATION OF THE DELAWARE.

The joint committees of the Councils of the City of Philadelphia, Board of Trade, Commercial Exchange, and Board of Port Wardens, on the improvement of the navigation of the Delaware River, arrived here this evening. In the evening they held an interview with the Representatives from Pennsylvania, for the purpose of agreeing on a plan of action. At the suggestion of Mr. Kelly it was agreed that the Philadelphia Committee, to-morrow, at 10½ A. M., visit the Capitol, there to meet the joint Committees on Commerce and Appropriations, in connection with Col. Kurtz, of the United States Engineer Corps, who recently made a survey and report upon the improvements requisite to remove the obstructions at the Horse Shoe Shoals and Fort Mifflin Bar.

## LIFE-SAVING STATIONS.

### Letter of the Assistant Secretary of the Treasury to the House.

WASHINGTON, Jan. 17.—Acting Secretary of the Treasury Richardson today addressed the following letter to Hon. S. Shellabrager, Chairman of the Committee on Commerce:

"SIR—I have the honor to acknowledge the receipt of your communication of the 14th inst., inclosing a copy of Hatteras Railroad Bill 1698, authorizing the construction of life preserving stations between Cape Hatteras, North Carolina, and Cape Henry, Virginia, and requesting information and recommendations in reference thereto. The object of the bill meets with very hearty approval, and is, in accordance with the recommendation contained in the annual report of the Secretary of the Treasury for the year 1872; but the sum proposed to be appropriated will scarcely be sufficient for the purpose intended. The distance from Cape Henry to Cape Hatteras is 125 statute miles, and the line of beaches abeginning at a point fifteen miles south of Cape Henry, is separated from the main land by a system of broad sounds and water courses, similar in many respects, but of greater extent, to those upon the coasts of Long Island and New-Jersey, and which render necessary a close proximity of life-saving stations. The coast provided for in the bill is well known to be dangerous, and many disasters have occurred between the capes named. It deserves the protection of the Government almost equally with the coasts of New-Jersey and Long Island. The life-saving stations, to be useful, whether for the purpose of rescuing persons from stranded vessels or affording shelter for those who may effect their own escape, and land upon a shore destitute of habitation, should be, on this coast, not more than five miles apart; therefore, not less than twenty-five stations would seem to be necessary, and the cost of establishing and equipping that number will reach the sum of $125,000.

### Meteoric Shower in Egypt.

WASHINGTON, Jan. 17.—A dispatch from Mr. R. Beardsley, the agent and Consul-General of the United States in Egypt, gives an account of an extraordinary meteoric shower which was observed at Cairo on the night of the 27th of November. The display was principally in the eastern heavens and continued until midnight. Some of the meteors were of great brilliancy, emitting sparks and leaving a track of red light; some fell very rapidly, traversing the heavens and disappearing beneath the horizon, while others, of a red color, were nearly stationary, and appeared like emanations from some highly explosive substance. The very great clearness of the atmosphere made the brilliancy of this meteoric display the more remarkable.

## FEDERAL AND STATE OFFICES.

### Executive Order Prohibiting Federal Officials Holding State Offices.

WASHINGTON, D. C., Jan. 17.—The following Executive order has just been promulgated:

*By the President of the United States.*

EXECUTIVE ORDER.

*Whereas*, It has been brought to the notice of the President of the United States that many persons holding civil office by appointment from him, or otherwise, under the Constitution and laws of the United States, while holding such Federal positions, accept offices under the authority of the States and Territories in which they reside, or of municipal corporations, under the charters and ordinances of such corporations, thereby assuming the duties of the State, Territorial, or municipal office at the same time that they are charged with the duties of the civil office held under Federal authority; and

*Whereas*, It is believed that, with few exceptions, the holding of two such offices by the same person is incompatible with a due and faithful discharge of the duties of either office; that it frequently gives rise to great inconvenience, and often results in detriment to the public service, and, moreover, is not in harmony with the genius of the Government. In view of the premises, therefore, the President has deemed it proper thus and hereby to give public notice that, from and after the 4th day of March, A. D. 1873, except as herein specified, persons holding any Federal civil office by appointment under the Constitution and laws of the United States will be expected, while holding such office, not to accept or hold any office under any State or Territorial Government, or under the charter or ordinances of any municipal corporation; and further, that the acceptance or continued holding of any such State, Territorial, or municipal office, whether elective or by appointment, by any person holding civil office, as aforesaid, under the Government of the United States, other than judicial offices under the Constitution of the United States, will be deemed a vacation of the Federal office held by such person, and will be taken to be, and will be, treated as a resignation by such Federal officer of his commission or appointment in the service of the United States.

The offices of Justices of the Peace, of Notaries Public, and of Commissioners to take the acknowledgment of deeds, of bail, or to administer oaths, shall not be deemed within the purview of this order, and are excepted from its operation, and may be held by Federal officers. The appointment of Deputy Marshal of the United States may be conferred upon sheriffs or deputy sheriffs, and deputy postmasters, the emoluments of whose office do not exceed $600 per annum, are also excepted from the operations of this order, and may accept and hold appointments under State, Territorial, or municipal authority, provided the same be found not to interfere with the discharge of their duties as postmasters. Heads of Departments and other officers of the Government who have the appointment of subordinate officers are required to take notice of this order and to see to the enforcement of its provisions and terms within the sphere of their respective departments or offices, and as relates to the several persons holding appointments under them respectively.

By order of the President.

HAMILTON FISH,
Secretary of State.

WASHINGTON, Jan. 17, 1873.

## ALBANY.

### The Constitutional Commission—Board of Commerce for New-York—The Insurance Superintendent.

ALBANY, Jan. 17.—At the session of the Constitutional Commission today, Mr. Brooks made a report from the Committee on Legislation, prohibiting special legislation in certain cases where the object may be attained by general laws, and prohibiting the passage of special laws on a large number of subjects enumerated; also, prohibiting the granting of extra compensation to public officers, agents, or contractors, and requiring that in cases of amendatory legislation the section amended be in all cases re-enacted and inserted at length.

Mr. Opdyke presented an amendment to the Constitution, looking to the establishment of a system of compulsory education.

Mr. McIntosh presented an amendment relating to the consolidation of railroads, the issue of fictitious stock, and the regulation of freight tariff. The Commission adjourned till Tuesday morning next, at 11 o'clock.

Mr. Patterson's bill to create a Board of Commerce for the port of New-York, and defining its duties, introduced in the Assembly today, is similar to the one introduced last year by Mr. Twombly. The Board is to be appointed by the Governor and Senate, and is to consist of seven persons, to hold office under classification. They are to perform all the duties of Quarantine Commissioners. The fees paid to the Harbor-Masters and Port-Wardens are to be paid over to the Board, and shall go to pay their expenses. Each Commissioner shall receive an annual salary of $5,000, the President of the Board to receive $7,000.

Mr. Husted's amendment to the Constitution relative to canal tolls is the same proposition which has been before the people and the Legislature for the past four years, and which has received the sanction of the Governor in his message. It is indorsed by the New-York Chamber of Commerce.

The bill to regulate the administration of estates held in trust for idiots, lunatics, and persons of unsound minds and incapable of managing their affairs, also introduced by Mr. Patterson, provides that the Supreme Court may direct and control the same so far as to prevent any waste or destruction thereof.

Mr. Smith's bill, relative to District Courts of the City and County of New-York, provides that the Board of Supervisors shall appoint a Clerk to each Court, at a salary of $3,000, and an Assistant at $2,000, a stenographer, and other officers, each to receive $1,200, all to be paid by the Controller.

The Senate, in executive session, today confirmed the nominations of A. G. Williams, of Westmoreland, and Curtis J. Wright, of Camden, as Loan Commissioners for Oneida County.

Opinions have been given by Wm. M. Evarts and John K. Porter, to the effect that the term of the present incumbent of the office of Superintendent of Insurance ceases in three years from the date of the appointment of his predecessor. They also express the opinion that Babcock's bill is a very proper one.

## THE WEATHER.

### Synopsis and Probabilities.

WASHINGTON, Jan. 18—1 A. M.—The low barometer on Thursday night, over Lake Ontario, has continued moving north-eastwardly, followed by rising barometer from the lakes to the Gulf and Atlantic coasts, with falling temperature, brisk, and fresh northerly and north-westerly winds, and clear and clearing weather, except from North Carolina to Maryland, where light rain is now falling. The river has continued rising at Pittsburg.

PROBABILITIES.

For the Southern States, rising barometer, northerly to westerly winds, low and falling temperature, and clear and clearing weather; from Missouri and the Ohio Valley to the upper lakes and Lake Erie, low temperature, northerly and north-westerly winds, and very generally clear weather; for the Middle States, easterly to northerly winds, backing to northerly and westerly, lower temperature and cloudy weather with rain over the southern portion, and light snow over the northern portion, followed by clearing weather during the afternoon and night; for New-England easterly to northerly winds, cloudy weather, and rain over the southern, but snow over the northern portion, the winds backing to northerly and north-westerly, probably on Saturday night with clearing weather.

### City Meteorological Report.

The following record will show the changes in the temperature yesterday, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Parkrow: 3 A. M., 48°; 6 A. M., 48°; 9 A. M., 57°; 12 M., 47°; 3 P. M., 42°; 6 P. M., 39°; 9 P. M., 38½°; 12 P. M., 32½°; average temperature yesterday, 44½°.

### Capture of the Escaped Sing Sing Convicts.

POUGHKEEPSIE, Jan. 17.—The other three convicts who escaped from Sing Sing Prison yesterday afternoon, were captured today at Englewood, N. J.

## THE RECENT RAINS.

### Freshets in the Middle States, Causing Damage to Property—Railroad Bridges Swept Away.

ALBANY, Jan. 17.—The ice in the river between here and Troy has become so weak that crossing on it has ceased.

HUDSON, N. Y., Jan. 17.—The short bridge over the Stockport Creek on the Hudson River Railroad was carried away by the strong current of floating ice at 2½ o'clock this afternoon. The lightning train, which passed this city bound up about that time, was compelled to run back to this station, and all upward-bound trains since then have been stopped here. The bridge was about fifty feet long and very strongly built. It will require some time to reconstruct it. Trains to Albany and the West are now being run via Chatham.

Early this morning the ice in Catskill Creek commenced moving, which caused a general havoc with everything within its reach, the ice being from twelve to sixteen inches thick. All the streams in the vicinity are overflowing the meadows and roads, and it is feared much damage will follow.

KINGSTON, N. Y., Jan. 17.—The warm rain of yesterday and last night was accompanied by a dense fog, and followed by very moderate weather, resulting in the melting of the snow and softening of the ice. Many of the roads hereabouts are quite bare, and wheeled vehicles are taking the place of sleighs. The work of ice-cutting in this vicinity has been entirely suspended on account of water standing on the surface to the depth of several inches; crossing of the river by heavy teams is still considered safe, however.

KINGSTON, Jan. 17.—There has been a sudden change in the weather to-night, and it is fast becoming very cold. The freshet in Kingston Creek caused a break-up of the ice today, and considerable damage resulted from it. The detention of trains on the Hudson River Railroad prevented the receipt of mails from the North to-night.

IN NEW-JERSEY.

TRENTON, N. J., Jan. 17.—The Delaware River rose five feet last night, but has fallen three feet since 8 o'clock this morning. The freshet is not damaging. The Assonpink Creek rose to a very damaging height, causing all north and south bound trains to be stopped at Trenton. The 8 and 8½ A. M. trains from New-York were sent combined from the freight depot, via Camden, at 12:35 P. M. The passengers and baggage of the 9½ A. M. train from New-York were all transferred by carriages from the freight depot to South Trenton, bound for Philadelphia and the West. The main depot and tunnel are filled with water from one to seven feet deep. No trains can pass the main depot. The Western Union Telegraph cables at the Trenton Tunnels were made useless, and the Company were obliged to turn all their wires over the canal. The freshet in the creek has carried away considerable property of the Pennsylvania Railroad Company. The bridge over the creek at the main depot has had three engines upon it all day to prevent it from being carried away.

IN PENNSYLVANIA.

PHILADELPHIA, Jan. 17.—The ice in the Schuylkill River was broken up by the rain of last night, and two of the supports of the Girard-avenue Bridge were carried away. That crippled old structure will probably be swept off if the river rises much higher.

The Knickerbocker Ice Company have had several of their inclined planes, which led to their ice-houses on the Schuylkill, carried away, and have, also, lost a number of mules and implements for storing ice.

A dispatch from Reading says the Schuylkill is slowly rising. A small bridge has been carried away by the ice, and portions of dams have passed down from above. Most of the ice has gone, and the greatest danger is now over.

At Harrisburg the Susquehanna is still ice-bound, though the water is still rising.

At Penn Haven the Lehigh has risen fifteen inches, and is still rising.

The Gunpowder River at Magnolia, Md., is unusually high, but no danger is apprehended.

Dispatches from Bush, Gunpowder, and Black Rivers, Maryland, report the water as high, but the bridges and tracks of the Baltimore Railroad are in no danger.

A dispatch from Wilmington, Del., says the Christiana is very high and the ice is running. The Delaware Railroad trains are not crossing the bridge on account of the flood. Much damage is apprehended.

*Later.*

PHILADELPHIA, Penn., Jan. 17.—The Schuylkill River at Fairmount is five feet above the usual height, and moving ice has caused much damage along the banks. In many places the ice formed a gorge across the river, which, breaking away, the whole mass moves down with great force, threatening the destruction of everything that may obstruct it on its way. Fears are entertained for the safety of the dam at Fairmount, over which a stream is pouring five feet deep, carrying with it ice, trees, broken boats, and other *débris* swept from above.

Considerable damage has been done to the mills near Manayunk. The river banks are overflowed, the landings are carried away, and several boats have been crushed by the ice. All the mills have been compelled to suspend operations.

Peter's Island, above the Reading Railroad Bridge, is completely submerged and covered with cakes of ice, which have destroyed the shrubbery that made the island the ornament of the Park.

Wissahickon Creek continues to rise, and the bridge at Hermitage has been swept away.

Edward Jones was drowned in the Schuylkill today while gathering drift-wood. He was in a boat with a companion, when the boat was crushed by a tree striking it. The companion was saved.

HARRISBURG, Penn., Jan. 17.—The ice has been moving off the dam at Lockhaven since 3 P. M., the river being very high and almost overflowing its banks at 4 P. M., but it is falling fast, and no damage is reported. The ice has taken one pier of Trump's Bridge and Campbell's dam away. At the Jersey shore it is ten foot flood.

The Clearfield operator reports ice from Curwensville passing there at 5½ P. M. He reports that it is the greatest ice-flood ever known at Clearfield. He also says that great damage has been done there from loss of new and old timber.

WILLIAMSPORT, Penn., Jan. 17.—It is reported that the river at Lock Haven, and the streams above there, are very high, and that the ice-flood is the greatest ever known. A big loss in timber is also reported. The ice on the Rhine and Lycoming Creeks is doing some damage. The river at this place has risen seven feet, but the ice has not yet started. The weather is getting cold.

MAUCH CHUNK, Penn., Jan. 17.—The Lehigh River has risen four feet since 11 o'clock this morning.

EASTON, Penn., Jan. 17.—The Lehigh River is rising rapidly; no damage has yet been done. The ice has not yet started.

CATASAQUA, Jan. 17.—The Lehigh River is rising fast, but no damage has been done.

CHICKIES, Penn., Jan. 17.—There was a heavy rain last night. The Susquehanna River and its tributaries are high. No damage has yet been done.

IN RHODE ISLAND.

PROVIDENCE, R. I., Jan. 17.—The thaw has caused a flood in the Blackstone River, and the water is so high as to stop several manufactories in Woonsocket. An unfinished bridge on the Worcester Railroad, between Waterford and Blackstone, was partially carried away by the ice, but its loss does not affect the running of trains. The water is very high in the Pawtucket River, but the ice is going out without causing serious damage.

IN MARYLAND.

HAVRE DE GRACE, Md., Jan. 17.—The ice has broken up in the Susquehanna, about half a mile below the railroad bridge, and is moving out. No damage is apprehended.

THE MISSISSIPPI.

ST. LOUIS, Jan. 17.—The ice in the river broke this afternoon, and ran out. The only damage done as far as known, is the cutting down of the tow-boat Wild Duck, and the sinking of a barge laden with 600 tons of iron ore. The Wild Duck can be raised.

### The Freshet in the Raritan.

The water began to rise in the Raritan yesterday morning, at 8 o'clock, and at 11 was six feet above the usual high-water mark. Several shanties and a number of hay-stacks were washed away, and for a time the farm-houses along the bank of the river were threatened. The ice in the canal was broken and canal and river were for a time merged in one. In New-Brunswick the docks were all submersed, and the cellars of the houses were filled with water as high up as Burnett-street. A number of bridges were swept away, and at one time it was feared the destruction of property would be great. At 11 o'clock the ice in Raritan Bay began to move out, when the flood began to subside. At noon the water had fallen sixteen inches. At 1 o'clock the ice in Raritan Bay began to move out, when the flood began to subside. At noon the water had fallen sixteen inches. At 1 o'clock the ice banked at Fox's gully and also at the mouth of South River, and the water began to rise again. Two canal-boats loaded with coal broke from their fastenings, and were scuttled and sunk to prevent their doing further damage by drifting against bridges. The telegraphic communication across the river at New-Brunswick was broken, but a temporary wire was stretched across the railroad bridge, by which messages were transmitted without delay.

## RAILWAY MATTERS.

### An Array of Accidents—Consolidation of Roads in Massachusetts.

ALLENTOWN, Penn., Jan. 17.—The Western express train, which left East Penn Junction at 7½ o'clock this morning, narrowly escaped a terrible accident. The train had passed a point near Dubb's Mills, when the track suddenly sunk to a depth of fifteen feet. Two men, who were engaged in repairing the track, had legs broken, and were otherwise badly injured. Travel was not delayed by the accident, as the passenger trains run to each side of the break and change cars. The damage will be repaired at once. The Lehigh and all its branches are overflowed.

COLUMBUS, Ohio, Jan. 17.—An accommodation train on the Little Miami Railroad this morning jumped the track, when about two miles from this city. Two cars containing passengers rolled over twice, throwing the passengers about promiscuously, and compelling them to make their exit through the windows. No one was very seriously hurt. Those who were bruised are Secretary of State Wickoff, Representatives Halderman, Shank, and Oven, and Senator J. Q. Smith, and a lady. A defective rail was the cause.

BRIDGEPORT, Conn., Jan. 17.—A special train from New-Milford for Bridgeport, on the Housatonic Road, this morning, was precipitated into a wash-out near Lanesville, the water having found its way across the track under the frost. The engine and tender crossed safely, but the baggage and one passenger car fell through. The baggage-master was the only person injured, and he not severely. The early morning train from Canaan had a like casualty, but no one was injured.

PORTLAND, Me., Jan. 17.—Yesterday, near Wells Village, a construction train, in backing down, ran against a stick of timber, and the first car, containing a gang of laborers, was thrown off the track against a rock and broken in two. Twenty or thirty men are reported more or less injured. Michael Colton, of Great Falls, a deaf and dumb man, was severely injured internally, and will probably die. Charles Simpson, of Kennebunk, had his arm broken, and Thomas Cowley, of Berwick, had his skull broken and his head severely cut. The conductor was thrown from the top of the car and badly injured in the back. Several Dover, N. H., parties were hurt, and others were badly cut about the face and head. The train consisted of twenty loaded gravel cars and one box-car—that containing the men.

BOSTON, Mass., Jan. 17.—A bill has been introduced in the Massachusetts Legislature for the consolidation of the Fitchburg, Vermont and Massachusetts and the Troy and Boston Railroad Companies, the consolidated corporation to be called "The Hoosac Tunnel Railroad Company." Including the State interest in the Hoosac Tunnel, the road will form a continuous line from Boston to Troy, with a capital of $25,000,000.

## THE WHARTON TRIAL.

### Testimony of Mrs. Van Ness as to the Case of Her Husband.

ANNAPOLIS, Md., Jan. 17.—In the Wharton trial, today, Dr. Williams was cross-examined at length in reference to the symptoms characteristic of poisons, particularly those of strychnia and tartar. Mrs. Helen Van Ness, wife of Eugene Van Ness was next sworn. This lady was a witness in the Wharton-Ketchum trial; but her testimony today was much more minute and full than on that occasion, the Court having ruled on the former trial that the attempt to poison Mr. Van Ness was a separate and distinct offense, and the evidence of such attempt was not admissible in the case then at the bar.

Mrs. Van Ness, today, after stating that she was sent for to attend her husband, who was lying ill at Mrs. Wharton's, where she arrived about 6 o'clock on Saturday afternoon of June 24, 1871, continued as follows: I went to the dining-room and found Mr. Van Ness on the floor; he begged that I should go out of the room, as he anticipated the approach of another convulsion. Dr. Williams was then stooping over him; Mrs. Wharton told me that she had taken a memorandum book of Mr. Van Nass and some papers belonging to him upstairs and locked them up; I received these on Monday morning; I sat up with Mr. Van Ness that night; he slept from eleven to two, until four next morning; on Sunday he was much better, and asked for some tea and toast; Mrs. Wharton and Susan Jacobs brought these in; he drank the tea, and in about fifteen minutes was made deadly sick; vomited continually, and was covered with a heavy perspiration; this sickness lasted till about 4 P. M.; do not know who carried the refuse of the tea and toast from the room; I think the physician prescribed milk and lime-water for Mr. Van Ness; one of the ladies brought a cup of milk from the side-board, and Dr. Radcliffe's compound, which afforded him great relief; I had a conversation with Mrs. Wharton that evening; she took a seat on the sofa by me and commenced talking about Mr. Van Ness' kindness to her; she asked me if he had ever told me of her affairs, or that his life was insured; my sister, Mrs. Frick, brought the milk for the doctor; before handing it to him she tasted it, and said, "it is as bitter as gall;" Mrs. Wharton jumped from her seat on the sofa by me, and said, "I will get some that is fresh;" she returned with a pitcher, the contents of which Mrs. Frick tasted and pronounced to be sweet, and the physician used it; I next saw Mrs. Wharton at the side-board; I heard the rattle of a paper, out of which she was shaking something, and saw her put the paper in her pocket and move off; this was all I saw on Sunday; on Monday some beef tea was brought in from Mrs. Loney's; it did not need to be re-warmed, so I carried some of it to Mr. Van Ness, who drank it and apparently enjoyed it; this was not followed by any bad effects; three-quarters of an hour later he expressed a desire for some more, and I went to the kitchen where it warmed; the tea was brought from the cellar; I warmed it in a cup; Mrs. Wharton suggested that should put some extract of celery-seed into it, and brought me some for that purpose; she took it from the kitchen cupboard; Mr. Van Ness drank a little of his tea, and in a short time became very sick and vomited violently; the doctor had prescribed prussic acid the night before, and I thought a little would relieve him; Mrs. Wharton and I went to look for the bottle that the doctor had left; we saw one on the mantelpiece of the dining-room, which Mrs. Wharton took up and said was the one; I examined it and found it to be a bottle of mineral; not being able to find the prussic acid, I sent to Marion's for another bottle, and my sister, Mrs. Glowden, went for Dr. Williams; in the interval I left Mrs. Wharton in the dining-room and went into the parlor to look further for the bottle of prussic acid; drawing back the curtain on the side of the window, and going back to the dining-room, I found Mrs. Wharton standing at the end of the table, holding a spoon and wine-glass containing a little water in her hand; she asked me to let her have the bottle and she would pour the medicine; I gave it to her, and just at this time my sister, Mrs. Snowden, returned; Mrs. Wharton stood with her back to us while she mixed the medicine; she then gave it to me, and I took it to Mr. Van Ness; he swallowed it, remarking in a joking way, "You have poisoned me; it burns my mouth;" Mrs. Wharton was standing just without the room at the door when this remark was made. The witness also detailed the circumstance of making a milk punch, half of which was put into the tumbler in which the sediment was found on Wednesday, 26th June, the facts relative to which were fully testified to by several witnesses in the former trial. After a brief cross-examination of Mrs. Van Ness, Dr. R. S. Chew was put on the stand, and corroborated the evidence of Dr. Williams, given yesterday, relative to the condition and symptoms of Mr. Van Ness. He also testified in relation to the sediment found in the tumbler; reiterated his statements in the former trial, in and reply to a question from the Prosecuting-Attorney as to the cause of the condition of Mr. Van Ness, Dr. Chew said: "My opinion of Mr. Van Ness' condition on Saturday is that it was due to the influence of strychnine. I can account for it in no other way."

The Court adjourned before the evidence of the witness was concluded.

## LOUISIANA.

### Business in the Rival Legislatures—Senators En Route for Washington.

NEW-ORLEANS, Jan. 17.—In the Fusion Legislature, yesterday, on joint ballot for United States Senator for the long term, the vote stood: For Warmoth, 30; Andrew S. Herron, 18; J. A. Rozier, 21; Bussey, 9; blank, 11; total vote, 89. No choice.

In the Kellogg Legislature, ex-Gov. Hahn offered the following resolution, which was indefinitely postponed:

*Whereas*, The commercial and industrial interests of the State are languishing on account of its unsettled political situation, and the remedy or final settlement, by the Courts or by Congress, can only be after a long delay; and *whereas*, in addition to this Legislature meeting at the State House, there exists an Assembly calling itself a Legislature, but organized in disregard of section 55 of Act 150, 1870; both bodies, the one meeting at the State House as well as the one at Odd Fellows' Hall, containing members regularly elected and entitled to sit in the Legislature, as well as others who have no title or right to be returned as elected; therefore,

*Resolved*, That a Committee of Conference of three from the Senate and five from the House be appointed to confer with any persons, whether claiming to be members of the Legislature or not, as to the feasibility of an early settlement of the difficulties within our State, and that there may be but one acknowledged government, and the interests of the state be promoted by a restoration of tranquility.

Messrs. McMillan and Ray, the short-term Senators elect, left for Washington this afternoon.

## BY MAIL AND TELEGRAPH.

J. H. Estelle, of the Savannah (Ga.) *News*, was elected State printer today.

Commander Joseph N. Miller is ordered to the Naval Station at New-London, Conn.

The President has signed the act authorizing the erection of a public building at Evansville, Ind.

Allerne Otis, Esq., a very wealthy gentleman of Boston, died in Newport, R. I., yesterday, of Bright's disease.

The Leavenworth, Lawrence, and Gulf Railroad depot at Independence, Kansas, was burned yesterday. The loss is $25,000.

The annual meeting and dinner of the Shoe and Leather Board of Trade of Baltimore took place at Barnum's Hotel on Thursday night.

The boiler of the steamer Julia St. Clair exploded, Wednesday, on the Chattahoochee River, near Eutaula. Two persons were killed and several wounded.

Secretary Boutwell, though still suffering from a very severe influenza, was in attendance at the Cabinet meeting yesterday. All the departments were represented.

The horse disease has reached Cheyenne, but in a mild form. Many of the cavalry horses at Fort Russell are affected. No cases are reported at Fort Laramie, or the Indian Agency.

A fire at Cherokee, Iowa, yesterday morning, destroyed McLane's Hotel with its contents, including the baggage of the guests. Loss, $18,000; insurance, $5,000, in the Continental and Hartford.

The Sodus Point and Southern Railroad was opened its entire length, from Sodus Bay to Gorham, on Thursday, for business. This line forms an important connection between Philadelphia and Baltimore and the lake.

The Cheyenne, Iron Mountain and Pacific Railroad Company has reorganized with D. H. Latham as President, and Gov. J. H. Campbell, as Vice-President. The books of the Company will be opened in a few days.

The following were the Treasury balances at the close of business today: Currency, $3,537,748 05; special deposit for legal tenders for redemption of deposits, $28,350,000; coin, including $26,140,500 coin certificates, $63,753,194 62.

The annual meeting of the Maine editors and publishers was held in Augusta yesterday, closing with a social levee in the evening. Mr. J. E. Shaw, of Paris, was elected President of the Association.

A petition was presented in the Massachusetts Legislature, yesterday, from George F. Hoar and others, for an Eight-hour law for mechanics and laborers employed by the State, cities, and towns of Massachusetts.

The ice on the Hudson, at Poughkeepsie, is as smooth as glass and entirely free from snow. Nearly all the ice-boats were launched yesterday, and that naval Winter sport—sailing on the ice—will commence to-morrow in earnest.

Sherburne, the alleged seducer of Josephine Drew, of Fisherville, N. H., was arraigned on a charge of adultery, yesterday afternoon, in Concord, N. H., to which he plead guilty, and was held in $2,000 bail to answer at the April term of the Supreme Judicial Court.

The Maine Legislative Railroad Committee are prepared to report a bill for a road from Bath to Portland. It fixes the issue of b

# WILLIAM M. TWEED.

## Another Day's Work—Andrew J. Garvey's Testimony—The Participants in the Late Municipal Frauds.

The trial of William M. Tweed was resumed in the Court of Over and Terminer yesterday, before Judge Davis. The principal feature in the day's proceedings was the examination of Andrew J. Garvey and his revelation of the astounding conspiracies, in which he admitted his participation, to plunder the City Treasury. His evidence clearly established all the allegations preferred against Tweed, and set forth a detailed statement of circumstances and facts that must materially affect the general issue. The appearance of Tweed and Garvey attracted much attention in Court. Though very clear and explicit in his entire evidence, Garvey manifested much nervous excitement, while Tweed, calm, collected, and smiling, watched his discomfiture with unconcealed pleasure. Garvey's evidence regarding the manner in which the bills were increased, was confirmed by that of Mr. Davidson; but the frauds perpetrated in the enlargement of his bills were not so great as in the case of the celebrated plasterer. As on the former days, the prosecution was conducted by Lyman Tremain and Wheeler H. Peckham, and the prisoner was defended by Messrs. Graham, Field, Fullerton, Burrill, and Bartlett.

Mr. Stephen C. Lynes was recalled, but his examination was immaterial.

John McBride Davidson was called, and Mr. Graham objected to the reception of his evidence, but the objection was overruled. Mr. Davidson then testified:

I am a safe-manufacturer, doing business in this City; I supplied the City with safes, and sent in my bill to Mr. Woodward; my claim, which was an hourly one, was for $16,145, but it was raised in the warrant to $20,170 49, out of which I got my check from Mr. Watson, to whom I was sent by Woodward; my bill was presented in the usual form; from first to last I had no business with Tweed in any way, shape or form; when I received my check no one was present but Mr. Watson; he put the warrant down before me, with the face downward, and I attempted to turn it over; he said, "You indorse it," but did not permit me to turn it over.

Judge Davis—Did he keep his hand on it?

Mr. Davidson—He did.

Q.—Was that the time? A.—No, Sir.

Q.—Did you think it extraordinary that he laid his hand on it? A.—No, Sir.

Q.—There was nothing unusual—nothing to excite your suspicion? A.—Nothing. He said, "You indorse the warrant and I'll get you your check."

Andrew J. Garvey was then called, and not being in attendance was sent for.

Mr. Graham asked the Clerk of the Court if he had the indictments against Garvey convenient?

The Clerk: I have, Sir.

Mr. Graham: Let me see them. We want to know whether we will be permitted to indict him now. [Laughter.] We know how to treat hypocrites.

Mr. Garvey then put in an appearance, and in answer to Mr. Peckham, testified as follows:

I reside in the City; am a plasterer, ornamental plasterer and decorator; prior to 28th April, 1870, I had been employed by the City, and had bills against it; I knew of the existence of the Board of Audit at that time, and presented my bills before it.

Q.—Were those bills subsequently paid? Mr. Graham objected, but the question was permitted. Witness.—The bills were paid.

Q.—Were these the same bills as those fifty-four warrants and tell us about them? A.—They were indorsed by me except one, and they were paid.

Q.—Did you render bills against the county for a corresponding amount? A.—Yes.

Mr. Graham objected unless the bills were produced.

Mr. Peckham.—These are the bills which are missing. The Court permitted the question.

Witness.—I did.

Q.—State how you made out those bills and all the circumstances connected with them? A.—From the month of May, 1870, to December, 1870, I had some bills against the County for work done and in course of progress. E. A. Woodward and myself had several conversations about these bills upon two or three occasions; the first conversation was in Broadway, at the Gas fresco-painting in the Court-house that cost $1,500.

Mr. Graham objected that the reality of Garvey's claim had nothing to do with the inquiry, and was intended to bolster up the credibility of the witness. The Court admitted the examination.

Witness—Part of this work was done, and the remainder was contemplated; about $78,000 was claimed upon the County offices and buildings, and $75,000 for County armories; there was some work I did for Mr. Tweed at 45 Greenwich-st.

Mr. Graham objected, and it was excluded, as not relating to the claim of $110,000.

Mr. Tremain urged the admissibility of this evidence on the ground that the numerous bills for private work done for Tweed, Connolly, Woodward, and others were subsequently presented as County claims and passed.

The Court did not know at this circumstance when I decided the question; I did not anticipate the hearing of this testimony, and am now prepared to hear you, Mr. Graham.

Mr. Graham objected that this witness ought to be hemmed in closely in his statement of claims, and not allowed to work in individuals. That Garvey was under indictment for other true indictments for forgery in the third degree, and had before him to be gained his liberty from two State Prison offenses, and from the consequences of suits for $6,000,000 as a participator in these alleged frauds. No witness was ever put in the witness stand under indictments held out to him to save himself. He ought to be subject to the strictest line of examination, and not allowed, as the prosecution want him to do, to force in individuals, by testifying to conversations with Watson, who is dead, and Woodward, whom they have driven from the jurisdiction by their tour-dissolving indictments. The testimony now offered was simply calculated to excite prejudice against the defendant.

Judge Davis—I have no right to exclude evidence upon any ground or question suggested by counsel, if it be competent. The Court will pass upon the question of competency, and not of admissibility of the evidence of the witness because he stands under indictment. This testimony is competent with a view to show the origin and character of the accounts alleged to have been audited. It is competent, with a view to show the connection between the auditing of these accounts and the defendant, Mr. Tweed, and the benefits which he is likely to have derived personally for consummating an arrangement which embraces a personal claim against himself. No man will hesitate to say that if Mr. Tweed, knowing his own private debt was embraced in the County claims, audited it, and paid it among his own debt, no man will hesitate to say that was a clear and palpable crime. The evidence has that tendency, and must be received.

The Witness—My various claims amounted to $205,000 in all.

Q.—In making out the bill, state the proceeding and what was done. A.—I was to make it so as to pay myself with thirty-five per cent. of the amount.

Q.—Was that the arrangement? A.—Yes, Sir; I furnished bills from time to time to Woodward, except one lot to Ingersoll. They amounted to about $388,000. These bills were audited in May. I took an opportunity to see Watson, and asked him what I should do. He said, "Do as Woodward tells you." and sometimes he said, "Do as Jimmy tells you, and you will get your money." He spoke of Ingersoll as Jimmy.

Mr. Graham—We must find out what the jimmy is.

Judge Davis—That is the burglarious tool with which they broke into the public Treasury. [Laughter.]

Witness—I made out these bills as instructed by Woodward.

Q.—Can you select from those warrants I now hand you those which were made out under the arrangements with Woodward or Watson, as separate from those of Ingersoll? A.—Yes, Sir; there are twenty-seven which I indorsed, and from which I received back $205,000. These are the warrants that came from the bills, the entire amount of which are $1,137,444 77.

Q.—Look at these seven warrants now handed you. A.—These seven warrants were paid in accordance with the arrangement made with Ingersoll.

Q.—What was that arrangement? A.—There was a house and coach-house and surroundings about being built for Mr. Connolly, and Watson and Ingersoll asked me the amount that would be required to complete the City work for work done and in course of progress. E. A. Woodward and myself had several conversations about these bills upon two or three occasions; the first conversation was in Broadway, at the Gas fresco-painting in the Court-house that cost $1,500.

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## FINANCIAL AFFAIRS.

**Sales at the Stock Exchange**—JAN. 17.

SALES BEFORE THE CALL—10 A. M.

200 Western Union... 83⅛ | 1000 Erie Railroad... 61
200 do... 83⅝ | 300 do... b3. 61⅛
200 do... 83¾ | 100 do... 60⅞
200 do... 83⅞ | 200 do... s5. 60⅝
200 Lake Shore... 92⅜ | 300 do... 61
200 Un. Pacific... 38⅜ | 200 do... 61⅛
200 do... 38⅝ | 100 do... 61
100 do... 38⅞ | 100 N. Y. C. & Hud... 102⅜
200 St. Paul... 63⅜ | 200 do... s3. 102⅜
200 Pacific Mail... 70 | 100 do... 102⅝
200 do... 70⅛ | 400 do... b3. 102⅝
200 do... 70⅜ | 100 do... s3. 102⅝
200 do... 70¾ | 100 do... 102⅝
200 do... 70⅞ | 400 Ohio & Miss... 46⅜
200 do... 70¾ | 400 do... s5. 46⅜
200 do... 70⅞ | 1200 do... 46⅜
200 do... 70¾ | 400 do... b5. 46⅜
200 Pac. M. & E... b5. 2.0 | 2.0 do... 46⅜
200 do... b5. 2.0 | 200 C., C. & I. C... 38⅛
200 do... 6⅛ | 300 do... 38⅜
200 do... c. 6⅛ | 300 do... 38⅝

GOVERNMENT STOCKS—10¾ A. M.

$4,000 U.S. 5-20 C., '62, c. 114⅛ | $50,000 U.S. 5s, 10-40, R. 111
1,000 U.S. 6-20 C., '65, n. 114⅛ | 1,000 U.S. 5s, 10-40 C. 111⅛

FIRST BOARD—10½ A. M.

$5,000 S. Car. 6s, new... 62 | 20 N. J. Cen. R...b. s. 101⅜
Jan. & July... 22½ | 100 Mil. & St. P... 53
1,000 Alabama 8s, b. c. 89⅛ | 900 do...b60. 53⅛
1,000 N. Y. 8s, R. L. R. 104½ | 100 do... 103⅛
1,000 N. Y. 6s, S. L. G. 101⅝ | 100 do... 103⅜
1,000 Tenn. 6s... 83½ | 300 do...b5. 102⅝
1,000 N. Y. Cent. 6s... 93⅛ | 100 do... 103⅛
1,000 N. Y. & E. R. 1st. 92⅜ | 300 do... 103⅛
1,000 Chi., R. & Q. 8s. 102 | 100 do... 103⅛
1,000 Cent. Pac. G. B. 1... 93⅜ | 300 do... 103⅛
1,000 do... 93⅜ | 300 do... 103⅛
1,000 C., C. & I. C. 7s. 89⅝ | 600 do... 103⅛
1,000 Dest., H. & K. 1st. 81 | 300 do... 103⅛
do... 80⅝ | 300 do... 102⅝
do... 80⅝ | 300 do... 103⅛
do... 80⅝ | 100 do... c. 103⅛
1,000 R., W. & O. 2d... 80 | 100 do... 103⅛
1,000 R., W. & O. 1st. 92⅜ | 500 Ohio & M. b. 30. 46⅝
1,000 North Mo. 8s... 80⅜ | 400 do... 46⅝
1,000 Un. Pac. 1st. 8s. 91 | 300 do... 46⅝
1,000 do... 91⅜ | 300 do... b3. 46⅝
1,000 do... 91⅝ | 300 do... 46⅝
1,000 U. Pac. 6s, L. G. 78 | 100 do... 46⅝
1,000 U. Pac. 10s, Inc. 76⅜ | 400 do... s3. 46⅝
do... 76⅝ | 100 do... 46⅝
1,000 do... 76⅝ | 100 do... 46⅝
1,000 do... 76⅝ | 100 do... 46⅝
1,000 C. & I. C. 7s, 1st. 89 | 200 do... 46⅝
1,000 C. & I. C. 7s, 2d. 45 | 100 do... 46⅝
1,000 C. & N. W. 6s... 92 | 15 N. Y., N. H. & H. s. 14⅛
1,000 Chi., R. I. & P. 6s. 92⅜ | 30 Erie Railroad... 61⅛
1,000 C. & R. I. & P. Pf. 101⅛ | 100 do... c. 61⅛
1,000 Del., L. & W. C. 7s. 96 | 400 do... 61⅜
1,000 do... 96 | 800 do... 61⅜
1,000 Pittsburg 8s... 93 | 200 do... 61⅜
1,000 Ft. W. & C. 2d... 80 | 100 do... 61⅜
15 Com. N. at. Bank... 97½ | 300 do... 61⅜
200 Am. Exch. Bank... 104⅛ | 100 do... 61⅜
100 Nat. Com. Bank... 92⅜ | 200 do... c. 61⅜
200 Mariposa Pref... 2⅛ | 300 do... 61⅜
200 Mariposa L. & M... 22½ | 600 do... 61⅜
do... 23 | 300 do... 61⅜
200 do... 23 | 100 do... b5. 61⅜
200 West. Un. Tel. b. c. 81⅛ | 300 do... 61
do... 83⅛ | 400 do... 61
do... 83⅜ | 700 do... 60⅞
do... 83⅜ | 200 do... 60⅞
do... 83⅝ | 200 do... 60⅞
do... 83⅝ | 1100 do... 60⅞
do... 83⅝ | 300 do... 60⅞
do... 83⅝ | 100 do... 60⅞
do... 83⅞ | 1200 do... 60⅞
do... 83⅞ | 300 do... 60⅞
do... 83⅞ | 100 Lake Shore... c. 92⅜
do... 83⅞ | 100 do... 92⅜
200 Consol. Coal... 42 | 100 Harlem Railroad... 116⅛
200 Nat. L. & M... s5. 22 | 400 do... 116⅛
do... 22⅜ | 100 do... 116⅛
200 U. S. Express... b5. 74⅛ | 200 do... 117
200 Tol. & Wab... 72⅜ | 900 Union Pacific... 38⅛
200 Pacific Mail... 69⅝ | 7.0 do... c. 38⅛
do... s5. 69⅝ | 800 Ben., H. & Erie... 8⅜
do... 69⅝ | 100 N. J. Central... 102⅛
do... 69⅝ | 100 do... 102⅜
do... b5. 69⅝ | 200 do... 103
do... 69⅝ | 200 do... 103⅛
do... 69⅝ | 100 do... 103⅛
do... 69⅝ | 100 do... 103⅜
do... 69⅝ | 100 do... 103⅜
do... 69⅝ | 100 do... 103⅜
1200 N. Y. C. & Hud... 102⅜ | 300 do... 103⅜
do... b3. 102⅜ | 100 do... s10. 103⅜
do... 102⅜ | 300 Ohio & Miss... 46⅜
do... 102⅜ | 100 do... 46⅜
do... 102⅜ | 200 do... 46⅜
do... 102⅜ | 100 do... b3. 46⅜
do... 102⅜ | 200 do... 46⅜
do... 102⅜ | 300 Han. & St. Jo... 20
do... b3. 102⅜ | 2.0 C., C. & I. C... 38⅜
do... 102⅜ |

SECOND BOARD—1 P. M.

$2,000 Erie 2d M... 93½ | 100 N. Y. C. & H...b. c. 102⅜
11,000 Erie 4th M... 86 | 300 do... s2. 102⅜
4,000 U. Pac. 7s, L. G. 78⅜ | 300 do... b3. 102⅝
1,000 U. Pac. 7s, L. G. 78⅜ | 100 do... 102⅝
1,000 C. & R. I. & P. 7s. 102 | 1000 do... 102⅝
2,000 N. Mo. 1st... 91 | 300 do... 102⅝
1,000 Ben., H. & Erie. 81 | 100 do... c. 102⅝
1,000 Tol., W. & W. 6s. 93 | 300 do... 102⅝
do... 93⅛ | 100 do... 102⅝
100 W. U. Tel...b. c. 83⅜ | 300 do... b3. 102⅝
200 do... 83⅜ | 200 do... 102⅝
200 do... 83⅜ | 200 do... b3. 102⅝
200 do... 83⅜ | 200 do... 102⅝
200 do... 83⅜ | 300 do... 102⅝
do... 83⅜ | 500 Mar. Land & M... 23
200 Mariposa Pf... 2⅛ | 17 Am. M. U. Ex... 69⅜
200 Pacific Mail... 69⅜ | 1200 Cley. & P. G... 80
do... 69⅜ | 100 do... 80
do... 69⅜ | 30 do... 80⅛
do... 69⅜ | 100 Mor. & Essex... 90
do... 69⅜ | 100 M. & St. Paul. b. c. 82⅜
do... 69⅜ | 100 D., L. & W... 96
1200 Erie Railroad. b. c. 60⅜ | 200 do... b5. 96
500 Ohio & M...b. c. 46⅜ | 100 do... 96
100 N. J. Cen...b. c. 102 | 100 do... c. 63⅜
100 T., W. & W. b. s. 72⅜ | 100 do... 63⅜
do... 72⅜ | 20 Pac. R. of M... 54
700 U. Pacific...b. c. 38⅛ | 100 do... 54

SALES FROM 2½ TO 4 P. M.

$102,000 U.S. 5-20 C., '67. 115⅛ | 100 Erie Railroad... 60⅞
100 N. Y. Cent. Cert. 97½ | 100 do... 60⅞
do... 98⅜ | 200 do... b3. 60⅞
150 West. Union...b3. 83⅛ | 100 do... 60⅞
do... 83⅛ | 100 do... 60⅞
do... 83⅛ | 100 do... b3. 60⅞
do... 83⅛ | 100 do... 60⅞
do... 83⅛ | 100 Lake Shore... c. 92⅜
200 Consol. Coal... 42 | 100 do... 92⅜
100 Quicksilver... 36½ | 200 Harlem Railroad. b. c. 116⅛
100 Nat. L. & M... s5. 22 | 400 do... 116⅛
do... 22⅜ | 100 do... 116⅛
200 U. S. Express. b5. 74⅛ | 200 do... 117
200 Tol. & Wab... 72⅜ | 900 Union Pacific... 38⅛
200 Pacific Mail... 69⅝ | 7.0 do... c. 38⅛
do... s5. 69⅝ | 800 Ben., H. & Erie... 8⅜
do... 69⅝ | 100 N. J. Central... 102⅛
do... b5. 69⅝ | 200 do... 103
do... 69⅝ | 200 do... 103⅛
do... 69⅝ | 100 do... 103⅛
do... 69⅝ | 100 do... 103⅜
do... 69⅝ | 100 do... 103⅜
1200 N. Y. C. & Hud... 102⅜ | 300 do... 103⅜
do... b3. 102⅜ | 100 do... s10. 103⅜
do... 102⅜ | 300 Ohio & Miss... 46⅜
do... 102⅜ | 100 do... 46⅜
do... 102⅜ | 200 do... 46⅜
do... 102⅜ | 100 do... b3. 46⅜
do... 102⅜ | 200 do... 46⅜
do... 102⅜ | 300 Han. & St. Jo... 20
do... b3. 102⅜ | 2.0 C., C. & I. C... 38⅜
do... 102⅜ |

FRIDAY, JAN. 17—P. M.

The sales of gold were mostly at 112¼ ₱ cent. today. The market steady. A considerable amount of Exchange settlements are making for the mail of Saturday, and the sight rate on London is advanced to 110¼ ₱ cent., while 60 days' Bills remain at 109⅜@109½ ₱ cent. The statements referred to have less to do with ordinary trade credits falling due at the present time than with the payment of loans of Exchange made to the Stock Brokers 60 days ago. These loans are required to be adjusted in sight Exchange on, or Gold, in London. After which fresh loans of 60 days' Bills are usually made to the same parties, if not on the same pledged collateral. As Money grows cheaper on the other side the facilities to this operation, which has become, of late years, a prominent feature in our own market, are rendered easier than they were two months ago.

The Stock Brokers are getting Money on call loan at 7 ₱ cent., as the rule of the Exchange, with exceptions at 6 ₱ cent. The market very quiet today.

The Public Funds of the United States continue in demand as well for home use as for transmission abroad. The Insurance Offices and Savings Banks are buying outside notes for the fives and sixes Funded Stocks, and also for the Currency Bonds. The New 5 ₱ cents sold largely today at 112¼ ₱ cent., including February Quarterly Interest.

At the Stock Exchange there was a large business done in New-York Central, Erie, Western Telegraph, Pacific Mail, &c., at the morning Board, and nearly all at pretty full prices, as compared with the last transactions of Thursday. The same feeling continued at the Afternoon Board, and the prominent exception to a steady market was, for most of the day, the Stock of the Pacific Mail, which is understood to be out of favor with the inside party, as it has been for several weeks, while the outside support evidently tires of the fight. The price ran down to 69¾ ₱ cent.

In other departments of the Exchange there is a fair investment business to report in Railroad Bonds, and very little interest taken in the Southern State Bonds, which are more out of favor than for several years past.

**Closing Quotations—JAN. 17.**

| | Thursday. | Friday. |
|---|---|---|
| United States New 5s | 112 | 112¼ |
| U. S. 5-20s, May and November | 115½ | 115⅝ |
| U. S. 5-20s, January and July | 115½ | 115⅝ |
| American Gold | 112½ | 112⅝ |
| Bills on London, 60 days | 109⅜ | 109⅜ |
| N. Y. Central and Hudson | 102⅜ | 102⅜ |
| Chicago and Rock Island | 110⅛ | 110½ |
| North-west Common | 81 | 81 |
| Pacific Mail | 70 | 69½ |
| St. Paul Preferred | 77½ | 77½ |
| St. Paul Common | 53½ | 53½ |
| Ohio and Mississippi | 46⅝ | 46⅝ |
| Western Union Telegraph | 83½ | 83½ |
| Erie | 60⅜ | 60⅜ |
| Union Pacific | 36⅛ | 36⅛ |
| Lake Shore | 92½ | 92½ |
| C., C. and Indiana Central | 38⅛ | 38⅛ |
| Toledo and Wabash | 73 | 72⅜ |
| North-West Preferred | 88 | 88½ |
| Hannibal and St. Joseph | 47 | 47 |

At the very close of the Hall of the Exchange the general speculation was strong.

Gold was stronger than in the forenoon, 112¾ sales, and bid buyer 3 days. Offered at 112¾ for Saturday.

The last prices for the various Public Funds of the United States are as follows:

6 ₱ cent. reg., '81.....115¾
6 ₱ cent. coup., '81.....116⅜
5-20 reg., '65.....113⅜
5-20 coup., '65.....114⅛
5-20 reg., '67.....114⅝
5-20 coup., '67.....115⅜
5-20 coup., '68.....115⅝
10-40 reg.....111⅜
10-40 coup.....111⅝
6s coup., '81.....112⅜
6s currency.....114⅜

UNITED STATES TREASURY, }
NEW-YORK, Jan 17, 1873. }

| | |
|---|---|
| Gold receipts | $720,544 99 |
| Gold payments | 1,365,294 22 |
| Gold balance | 36,152,894 87 |
| Currency receipts | 1,561,290 71 |
| Currency payments | 434,983 83 |
| Currency balance | 20,779,010 26 |
| Customs | 525,000 00 |

PHILADELPHIA STOCKS—JAN. 17.

*Telegraphed to Messrs. E. D. Randolph & Co.*

| | Bid. | Asked. |
|---|---|---|
| City 6s, old | 96 | |
| City 6s, new | 100¾ | 100¾ |
| Camden and Amboy | 122 | 122¾ |
| Pennsylvania Central | 87 | 87½ |
| Reading | 114¼ | 114⅜ |
| Lehigh Valley | 60 | |
| Catawissa Preferred | 44¼ | 44½ |
| Philadelphia and Erie | 27½ | 27¾ |
| Northern Central | 38 | |
| Lehigh Navigation | 38¾ | 38¾ |
| Lehigh Gold Loan | 91¾ | 92 |

After showing a gain of $340,000 over last year on the first week's traffic in January, the Lake Shore Road reports $50,000 gained on the second week, the figures being $329,000, against $279,000 in the second week of the New Year in 1871.

The annual report of the Reading Company for 1872, made a few days since to the meeting of Stockholders in Philadelphia, represents that the net result of the business of the Road proper is nearly a million of dollars less than in 1871. The gross is $12,125,000; expenses, $8,064,000; net, $4,061,000, as against $5,007,000 in 1871. To this net income of 1872 is added $1,696,000 derived from Interest, Dividends, and other profits from collateral or connecting sources, making $5,755,000. Of this sum $2,001,000 went to the support of Interest and Sinking Fund of Debt, and $3,594,000 to Dividends on the Stock. The resulting balance to surplus fund is $160,000.

The decease is announced, today, of Mr. Isaac N. Seymour, for very many years usefully connected with the Delaware and Hudson Canal Company. He had attained his seventy-ninth year.

The Mutual Marine Insurance Offices are beginning to publish their annual reports of the business of the past year. The Circular of the Commercial Mutual (Drake Smith, President) represents earned premiums for 1872, $331,000; losses, expenses, and return premiums, $213,000. The Scrip Dividend is declared 35 ₱ cent., and the Scrip of 1866 is to be paid off Feb. 11. The present assets of the Company are $1,065,000, of which $747,000 are in United States Stocks, Bank Stocks, State Bonds, &c. The showing is 5 ₱ cent. better for Policyholders than last year, when the Scrip Dividend was 30 ₱ cent.

Messrs. Jones & Schuyler will pay on and after Feb. 1 the February coupons of Logansport, Crawfordsville, and South-western Railway Company's First Mortgage Eight ₱ cent. Gold Bonds.

The week's imports of Foreign Dry Goods have been to the specie value of $3,435,699; amount marketed, $2,849,443.

Returns from the Ohio and Mississippi Railway Company give the following results for the past two years:

| Year. | Earnings. | Operating Expenses. | Percentage. |
|---|---|---|---|
| 1872 | $8,628,772 38 | $2,313,006 62 | 65 3-5 |
| 1871 | 8,475 518 15 | 2,292,296 03 | 72 1-5 |

The foregoing shows an increase in 1872 of $353,255 78, or 11 ₱ cent. over 1871, and a decrease of 6¼ ₱ cent. in operating expenses during the same period.

The Company also expended in 1872 $764,848 39 in permanent improvements on its road, in new equipments of cars and locomotives, in new depot buildings, new freight houses, purchase of real estate, &c.

## BANKING AND FINANCIAL.

BANKING OFFICE OF FISK & HATCH, }
NEW-YORK, JAN. 16, 1873. }

☞ The CHESAPEAKE AND OHIO, the CENTRAL AND WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable investment securities in the market, which in time must become very scarce; especially as the Government will probably, during the year, pay off, in gold, another large lot of FIVE-TWENTIES, and issue in their place FIVE PER CENT. BONDS.

The CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS, the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of $100, $500, and $1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

The CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is $25,885,000 they have for a long time ranged in market price near or above par.

The WESTERN PACIFIC SIX PER CENT. GOLD BONDS amount to $2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. Coupon Bonds, $1,000 each. Their market price today is 90 to 90¼. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

# To Investors.

To those who wish to REINVEST JANUARY COUPONS OR DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The Rate of Interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency—yielding an income more than one-third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post-office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacific ON MOST FAVORABLE TERMS.

**JAY COOKE & CO.**

☞ THE GREAT
**MIDLAND RAILROAD**
NOW NEARLY COMPLETED.

We offer the remainder of the First Mortgage Seven Per Cent. Gold Bonds, limited to $20,000 to the mile, to close out the loan.

A LONG STRETCH OF ROAD, INCLUDING THE NEW-JERSEY SECTION, IS FINISHED, AND TRAINS ARE NOW RUNNING INTO JERSEY CITY. From Oswego eastward THE ROAD IS IN SUCCESSFUL OPERATION for a long distance. A short gap in the construction of the New-York division alone prevents RUNNING THROUGH FROM NEW-YORK TO OSWEGO. On the immediate section the MASONRY and GRADING are finished, and ballasting and track-laying progressing with the utmost energy, and we hope soon to announce THE COMPLETION OF THE ENTIRE ROAD OF THIS GREAT TRUNK LINE FROM NEW-YORK TO OSWEGO.

These Bonds, in our judgment, possess in a marked degree the elements of
ABSOLUTE SECURITY AND LIBERAL IN COME.

Pamphlets with full particulars furnished.

For sale or exchanged for Government and other securities at their market value, by
**GEORGE OPDYKE & CO.,**
**Financial Agents of the Company,**
NO. 25 NASSAU-ST.

**J. S. KENNEDY & CO.,**
No. 41 Cedar-st., corner William-st.,

OFFER FOR SALE the small quantity remaining unsold of the INTERNATIONAL AND HOUSTON AND GREAT NORTHERN RAILROAD COMPANY'S FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS, and recommend them as an undoubted FIRST-CLASS INVESTMENT SECURITY. Present earnings *more than double* the amount required to pay interest, and constantly increasing.

☞ MUNICIPAL BONDS.
Louisville City 7s, currency.
St. Louis Water Loan, 6 per cent., gold.
Interest payable in New-York.
For sale by
DREXEL, MORGAN & CO.,
No. 53 Exchange-place.

**BANKING-HOUSE OF**
**HENRY CLEWS & CO.,**
**NO. 32 WALL-ST., NEW-YORK.**
Bills of Exchange, Circular Notes, Travelers' and Commercial Credits issued, available in all parts of the world.
Deposits received, subject to check on demand. Interest allowed on all Daily Balances, every accommodation and facility afforded usual with City Banks.

☞ WE HAVE FOR SALE the small amount remaining of the Seven per Cent. Gold First Mortgage Bonds of the CHICAGO, DANVILLE AND VINCENNES RAILROAD, whose net earnings are largely in excess of interest upon its bonded debt. For particulars apply to
W. B. SHATTUCK & CO.,
No. 28 Nassau-st., New-York.

☞ BURLINGTON, CEDAR RAPIDS AND MINNESOTA RAILROAD FIRST MORTGAGE CONVERTIBLE SINKING FUND GOLD 7 PER CENT. BONDS, Coupon and Registered, yielding over nine per cent., for sale and recommended as an undoubted security and a safe and profitable investment, by
HENRY CLEWS & CO., No. 32 Wall-st.

☞ CHICAGO, BURLINGTON AND QUINCY R. R. CO.'S 7 PER CENT. CURRENCY BONDS, COUPON OR REGISTERED, FOR SALE BY KIDDER, PEABODY & CO., NO. 45 WALL-ST.

☞ THE COUPONS on the FIRST MORTGAGE BONDS of the THE CENTRAL RAILROAD OF IOWA, due Jan. 15, will be paid on presentation at the banking-house of W. B. Shattuck & Co., No. 28 Nassau-st.
C. C. GILMAN, President.

☞ THE SEMI-ANNUAL INTEREST due Jan. 1, 1873, on the Annapolis and Elk Ridge Railroad Company's First Mortgage Bonds will be paid on or after that date at the office of BROWN BROTHERS & CO.

## COMMERCIAL AFFAIRS.

NEW-YORK, Friday, Jan. 17, 1873.

COFFEE—The general market has been comparatively tame today. Holders have been insistent on prices wholly above the views of buyers, and quotations have been altogether arbitrary and nominal. There has been a fair call for supplies, but the bids for invoices from first hands have been unsatisfactory and the reported dealings unimportant. The jobbing trade has also been checked by the extreme rates asked.

COTTON—A fair inquiry has been noted for early delivery, but at prices rather more favorable to buyers, on the lower grades. Sales, 2,707 bales, of which 1,250 bales were to arrive, including 2,015 bales to shippers, 671 bales to spinners, and 21 bales to speculators. For forward delivery there has been a moderate trade reported, but at a reduction of ⅛¢. ₱ lb. Sales have been made of 10,200 bales, of which 3,200 bales last evening and 8,000 bales today, basis Low Middling, with January contracts closing at 19 ⅛c.; February, 19¼c.; March, 19⅝c.; April, 20 5-16c.; May, 20⅜c.; June, 21¼c. The average sales of delivering in January, as officially reported, were as follows: January, 19.16c.; February, 19.76c.; March, 20c.; April, 20.35c.; May, 20.74c.; June, 21.25c. The receipts at this port today were 2,762 bales, including 1,616 from Norfolk, 14 bales from Fernandina, 1,146 per rail. The receipts at the shipping ports today were 25,151 bales, and for the week 132,985 bales, against 132,099 bales the preceding week, and since Sept. 1, 966,513 bales, against 1,704,174 bales same time last year. The following quotations are based on Cotton in store, running in quality not more than half a grade above or below the grade quoted:

*Closing Prices of Cotton in New-York.*

| | Uplands. | Alabama. | N. O. | Texas. |
|---|---|---|---|---|
| Ordinary | 17½ | 17¾ | 18 | 18¼ |
| Good Ordinary | 18½ | 18⅞ | 19⅛ | 19⅜ |
| Strict Good Ord'y | 19 1-16 | 19 5-16 | 19 9-16 | 19 13-16 |
| Low Middling | 19¾ | 19⅞ | 20 | 20⅛ |
| Middling | 20⅜ | 20⅜ | 21½ | 21⅝ |
| Good Middling | 22⅜ | 22⅝ | 22⅞ | 23⅛ |

SUGARS—Offerings restricted and demand fair, with prices quoted ⅛c. ₱ lb. lower. State and Jersey fresh stock at 7c.@7½c., the latter an extreme rate, in small lots, for extra choice; Western, good to strictly prime fresh, 8c.@8⅜c.; and limited stock within the range of 7½c.@8c. ₱ lb.; all gold prices.

FISH—There has been more call for stock, especially for Dry Cod. We quote: Dry Cod at $5 50@$6 50 ₱ cwt.; No. 1 Mackerel, at 17½@20c. ₱ lb.; No. 2 at $10 50@$11; No. 3 do. at $7 25@$8 ₱ bbl.; Pickled Herring at $3 50@$6; Smoked Herring at 20c.@22c. for Scale, and 15c.@18c. for No. 1, ₱ box.

FLOUR AND MEAL—Business in State and Western Flour has been comparatively moderate since our last. There has been a good inquiry noted for desirable lots of Superfine, and of shipping and trade and family extras, but the offerings are and extremely firm views of holders have impeded operations. Minnesota Extras have been held much higher, and holders have been indifferent about the placing of stock at present. Sales have been reported of 15,200 bbls., including inferior to choice Superfine State and Western at $5 10@$6 75, chiefly at $6 30@$6 65; inferior to very good Extra State, $7 20@$7 60, chiefly at $7 35@$7 60; good to extra choice do., $7 65@$8 25; round-hoop very good shipping Extra Western, $7 15@$7 55, chiefly at $7 35@$7 45; poor to good shipping brands round-hoop Ohio, $7 25@$7 65; fancy shipping Extra Western at $7 75@$8 25, ₱ bbl. We quote:

| | |
|---|---|
| No. 2 Flour, ₱ bbl | $3 50@$5 50 |
| Sour Flour | 3 75@ 6 75 |
| Superfine States and Western | 6 10@ 6 75 |
| Extra State | 7 20@ 8 25 |
| Extra City, shipping brands | 7 20@ 8 25 |
| Extra Genesee | 8 25@10 50 |
| Extra Ohio, round-hoop shipping brands | 7 25@ 7 65 |
| Extra Western, shipping brands | 7 15@ 7 55 |
| Extra Ohio, trade and family brands | 7 75@10 50 |
| Extra Western, trade and family brands | 7 65@10 50 |
| Extra St. Louis, ordinary to fancy | 7 75@13 00 |
| Extra Minnesota, ordinary to fancy | 7 75@13 25 |

Southern Flour has been in limited supply and firm as to price, but not active. The reported dealings were wholly in job lots within the range. Sales reported of 600 bbls., in part at from $6 20@$6 60 for very inferior to very choice shipping; $6 80@$12 75 for fair ordinary to very choice Family Extras, ₱ bbl.... Oregon Flour has been scarce and wanted; 100 bbls. choice extra reported sold at $10 ₱ bbl.... California Flour continues in moderate demand, and quoted at from $9 50@$10 ₱ bbl. Sales, 220 bbls.

Rye Flour is firm, in less demand and rather less firm at $4 75@$4 90 for interior to fancy ₱ bbl. Sales, 300 bbls., chiefly at $6 10@$6 40 ₱ bbl.... Corn-meal has been inactive since our last at $3 25@$3 50 for Yellow Western, $3 30@$3 50 for White do., and $3 80@$4 for Brandywine. The reported sales have been 225 bbls.

Buckwheat Meal has been in limited request at $1 17@$1 20, and Bolted do. at $1 40@$1 50.... Oat-meal at $6 75@$6 ₱ bbl.... Rye-flour and Wheat Flour has been very quiet and heavy within the reduced range of from $3 30@$3 60 for State, and $3 60@$3 75 for Pennsylvania, ₱ 100 lbs.

FRUIT—The market has been quiet and rather weak, with sales reported of 1,200 boxes Layer Raisins, in lots, at ₱, with rumors of transactions as low as $1 60; 500 boxes loose Muscatel Raisins at $2 50; 500 boxes Valencia do., in lots, at $2 50; 100 bbls. Currants at 6½c., and 60 casks Turkey Prunes at 7¼c.@8c., the latter now held higher.

GRAIN—Spring Wheat has been quoted firm, on the more desirable grades of stock, which have been in moderate request for shipment and milling, and sought after to a limited extent on speculative account. The poorer grades have not been in much favor with purchasers. Winter Wheat has been held with confidence, but the dealings have been confined to small amounts at the ruling figures. Sales have been reported since our last, of 78,400 bushels at $1 08 for prime No. 2 Milwaukee Spring, in store; $1 65 for choice No. 2 N. W. do., afloat; $1 10 for fair ordinary No. 2 Chicago, afloat, in lots; $1 52@$1 55 for No. 2 Spring; $1 42@$1 48 for inferior Spring; $1 60 for prime Red Western, and $2 10 for prime White do., both lots in store.... Corn has been without change of moment and to price, on a moderately active movement, chiefly in old, in store, and for shipment, with also some export call for prime new at the current quotation. The home trade inquiry was rather limited. Sales have been reported since our last of 106,000 bushels, at 63¼c.@64c. for good to prime old Mixed Western, in store; 63¼c. for ordinary do.; 65¼c.@66¼c., chiefly at 66c. do., afloat, in lots; 67¼c.@69c., mainly at 65¼c., for new Mixed Western, afloat; 66c.@67c. for Yellow do., and 67¼c. for White Western.... Rye dull and weak; State sold from cars at 90c.@92c. ₱ bushel.... Of Barley, 9,500 bushels Western sold at $1; market about steady, though quiet.... Barley-malt inactive within the former range.... New Oats have been in moderate trade demand at essentially unchanged prices; sales 45,000 bushels at 50c.@52c. for new Mixed Western; 53c.@54½c. for White do.; 48c.@51½c. mainly at 49c. for Black do., and 51c.@52c. for Mixed and poor White State.... Old stock nominally as before; 52c. asked for Mixed Western, in store, and 50c. reported bid.

HAY AND STRAW—There has been a fair inquiry noted for stock on the previous basis as to values. We quote: Bale Hay at $1 15@$1 20 for shipping, and $1 30@$1 75 for local use, ₱ 100 lbs. Straw at from 85c.@$1 30 for the range of qualities, Short and Long stock, ₱ 100 lbs. Offerings limited.

HEMP—Manila quoted steady, but dull. Of Jute Butts further sales were made of 500 bales at 2c., currency, cash, and 500 bales at 2¼c., currency, 60 days' credit. Market otherwise very tame; quotations as before.

HOPS—In view of the liberal arrivals, especially of foreign, and a less urgent inquiry, prices show less buoyancy, though no important changes have been noted. The week's receipts have been 400 bales Domestic and 2,156 bales Foreign, and the arrivals since Sept. 1, 1872, have been 17,337 bales Domestic and 14,418 bales Foreign. We quote: New-Yorks, growth 1872, 48c.@50c.; Eastern, growth 1872, 42c.@52c.; Western, growth 1872, 42c.@52c.; Yearlings, growth 1871, none; Olds, growth 1870, 10c.@15c.; Old Olds, growth 1868 and 1869, 8c.@10c.; Bavarian, 40c.@5c.; English, 38c.@45c.; Belgian, (Alost.) 35c.@40c.; Californian, 60c.@70c. ₱ lb.

LATHS, LIME, AND LUMBER—Have been in quiet demand at private request, yet generally quoted steady as to values.

METALS—Ingot Copper sold to the extent of 200,000 lbs., in lots, at 34½c. cash, and 33c. for forward delivery, and 100 tons English at 30½c.@31c.; market steadier though tamer.... Scotch Pig-iron has been held very firmly on restricted offerings, with Glengarnock quoted at $20@$21; Eglinton, $20 50@$21; Gartsherrie at $23@$24, and Coltness at $25, but has been inactive; 200 tons Eglinton sold on private terms. American Iron has been offered rather more freely on contracts, and some further dealings have been reported, embracing some 20,000 tons, for delivery through the season, part said to have been on the basis of $45 for No. 1 Pig, but reliable particulars could not be obtained. Lake Superior Scrap Iron 200 tons sold on private terms, quoted firm at $50, from dock.... Lead, Spelter, and Zinc dull and unchanged.... For Pig Tin the market has been very dull with prices unchanged; the quotations have been reported 31½, gold, for Straits, and 31¼, gold, for English. Plates have been quiet at unchanged prices; 500 boxes Charcoal Terne sold at $10 12½, gold. The quotations have been reported as follows: Charcoal, I. C., $10@$11 12½, gold; Coke, $9 87½@$10 12½; Charcoal Terne, $9 37½@$10 25; Coke Terne, $8 50@$9.

MOLASSES—Has been dull but steady; few desirable lots available. ... sales, 30 hhds. Porto Rico at 48c.; and 70 bbls. New-Orleans, in lots, at 63c.@71c., ₱ gallon.

NAVAL STORES—Resin quiet and weak; sales, 400 bbls. Obtained at $3 85, with full lots available at $3 80, and bids reported of $3 75 ₱ 280 lbs.... Tar has been dull and nominally unchanged.... Spirits Turpentine has been again quoted higher on restricted offerings, and a fair demand; sales, 50 bbls. merchantable at 64c.; and 100 bbls. shipping at 67c. ₱ gallon.

PETROLEUM—The offerings of Oil continue on a comparatively liberal scale, giving the advantage as to price to buyers, who have been reserved in their bids, especially on export account.... Crude, in bulk, has been quiet, and nominally quoted 8¼c. 3.9c.... Refined has been offered freely on the basis of 22c. naked, for early delivery, but has been in less request; sales were reported of 2,000 bbls., first half of February, on private terms, with bids reported as not exceeding 21c.... Refined, in cases, lower and dull, with 27½c. asked; 8,000 cases sold on private terms.... At Philadelphia, Refined quoted at 21¾c. on a rather more active movement, comprising about 10,000 obls. for early delivery.... Naphtha wholly nominal; quoted as about 16c.... Crude quoted at Galena, $1 05@$2 15 on the Roads, and $2 30 at Oil City.

PROVISIONS—There has been decidedly more animation in the Pork line, and a steadier market has been noted for Mess and Prime Mess, which were in most request. Sales have been reported for early delivery of 2.0 bbls. New Western Mess at $13 75, cash; 325 bbls. do., in lots, at $13 70@$13 87½; 300 bbls. Old Mess at $12 25; 300 bbls. City Prime Mess at $11; 100 bbls. Western do. on private terms; quoted at about $14. And forward delivery, 250 bbls. New Western Mess, March option, at $13 80; and 500 bbls. do., April, at $14. And for Prime delivery, 250 bbls. Western, March option, at $12 20, with April quoted at $12 40.... Dressed Hogs have been in fair request, with Western quoted steady, at 5¾c.@5¾c., and City at 5¼c. ₱ lb.... Cut-meats have been in moderately active demand as to firm prices, with sales reported since our last of 70 tcs. Pickled Bellies at 7¾c. to arrive; 60,000 lbs. do., in bulk, 14 to 14½ lbs., at 7c.; 1,000 lbs. Pickled Bellies, 13 lbs., at 7¾c.; and 1,000 lbs. Pickled Bellies at 7¾c. free on board; 13 boxes Bellies, 12½ lbs., at 8c.; 100 boxes Dry-salted Shoulders at 5¼c.; 100 do. Pickled Hams, about 15 lbs., at 9c.; 4,000 Dried Hams in bulk, at 7½c.@8c., the latter rate for 13-lb. averages; 1,000 Pickled Hams, in bulk, at 9¼c.@10c.; 3,400 Smoked Hams, in bulk, at 11c.@12c.; 1,000 Smoked shoulders, in bulk, at 6¼c. And, for forward delivery, 250 boxes Dry-salted Shoulders, last half of February, on private terms.... We quote: Pickled Hams at 8¼c.@10¼c.; Shoulders at 6¼c.@5¾c., and Bellies at 7c.@8¼c.; Dry-salted shoulders at 5¼c.@5¾c.; Smoked Hams at 10¼c.@12¼c.; Smoked Shoulders at 6¼c.@6

# The New York Times.

NEW-YORK, SATURDAY, JAN. 18, 1873.


Amusements This Evening:

UNION-SQUARE THEATRE.—ATHELEY COURT—Mr. D. H. Harkins, Mrs. Clara Jennings. Matinée at 1½.

OLYMPIC THEATRE.—ALHAMBRA—Miss Pauline Markham, Miss Bawlinson, Mr. Neil Warner. Matinée at 2.

WALLACK'S THEATRE.—BROTHER SAM—Mr. E. Sothern, Mr. John Gilbert, Miss Effie Germon. Matinée at 1½.

GRAND OPERA-HOUSE.—ROUND THE CLOCK—Mrs. John Wood, Miss Emma Howson, Mr. John Brougham. Matinée at 1½.

BOOTH'S THEATRE.—RICHARD III. Matinée at 2.—DON CÆSAR DE BAZAN—Mr. Edwin Booth.

BOWERY THEATRE.—TWELVE TEMPTATIONS—Mr. J. S. Gridley and Company.

NIBLO'S GARDEN.—LIFE AND LOTOS—Mlle. Dinah, Mr. Parks. Matinée at 1½.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES—Afternoon and evening.

ST. JAMES THEATRE.—SAN FRANCISCO MINSTRELS—Birch, Wambold, Bootus and others.

BRYANT'S OPERA HOUSE.—ETHIOPIAN MINSTRELSY—Dan Bryant, Seymour, Reed.

ASSOCIATION HALL.—Matinée at 2.—POPULAR CONCERT.


The New-York Times.

The NEW-YORK TIMES is pre-eminently a family paper, all objectionable advertisements being rigidly excluded, and it has a constantly increasing circulation among the most respectable classes of the community.

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THE NEW-YORK TIMES.
New-York City.


Our readers will find in another column the views of a number of prominent bankers and business men on Mr. SHERMAN'S bill for the conditional resumption of specie payments. It will be observed, that while opinions differ concerning the feasibility of actual resumption at the time mentioned, there is a striking concurrence as to the merits of Mr. SHERMAN'S proposal for free banking. We have already pointed out the many considerations which unite in favor of the removal of the present arbitrary and embarrassing restrictions on banking. Banks are, after all, but a contrivance for effecting loans—for bringing the borrower and the lender together, and the only reasonable limitation to be placed upon loans is that such of them as assume the form of circulating notes shall be properly secured. This is effected by the deposit of bonds. Beyond this the Government ought not to go, and one of the most important steps in resumption is free banking. This will to a great extent disarm the speculators, relieve legitimate business, and pave the way for resumption without any serious check to business interests.

But one Credit Mobilier Committee was in session at the national capital yesterday, and the evidence taken by it was not remarkably interesting, though evidently laying the foundation for further inquiry that may be very interesting indeed. It will be perceived that some of the Senators are becoming sensitive as to the inquiry of the House into the election of Senator HAMLIN, and regard it as highly disrespectful. The country will hardly sympathize with this view of Senatorial dignity. The House Committee is inquiring as to the character of the Credit Mobilier of America, and if the operations of that corporation or its officers, in the way of Senator-making, throw any light on the general character of the Company, the light had better be thrown. The independence of the two branches of Congress is, of course, important; but it hardly seems involved on this occasion.

A resolution has been adopted by the Assembly calling upon the Committee on Cities to prepare a bill with the view of remedying the gross imperfections of the present Building law. This is a subject on which the Committee ought to take some action with as much celerity as is consistent with thoroughness. Building experts are very far from being agreed as to the qualities which go to make any structure thoroughly fire-proof, but they are perfectly at one in maintaining that the most ordinary precautions for fire-prevention, and the most obviously-required means of fire-escape, have been grossly and culpably neglected in all parts of this City. The Committee may not be able to frame a law which will satisfy every public necessity under this head, but it can without difficulty remove the most glaring imperfections of existing statutes, and give a chance to a thoroughly capable officer to provide against such instances of neglect as those from which the community has lately suffered. Of course, the obtaining of such an official is as vital a necessity as the passage of the law giving him ample powers.

During the earlier stages of the City Chamberlain controversy, we heard a good deal from Mr. P. A. PALMER about the very large amount of security which he had given for the proper discharge of his duties. The amount was set down by Mr. PALMER as $1,200,000. For a man who handles millions of other people's money, the Chamberlain appears to have confused ideas about figures. In Court, yesterday, it came out, if we read the evidence aright, that Mr. PALMER'S bond is only for $200,000. A trifling difference of a million of dollars in the amount of his security may argue a capricious memory in Mr. P. A. PALMER. It certainly does not serve to increase our confidence in his fitness to exercise the responsible functions of Chamberlain. When Mr POLEY gets possession of his Deputy Chamberlainship, we shall probably have other instances of the loose way Mr. PALMER has of dealing with figures.

The French Constitutional Commission, known as the Committee of Thirty, makes but slow progress. It has only got far enough to solemnly resolve, after a protracted debate, that "the Assembly integrally reserves to itself the constituent power." That is to say, the majority of the Assembly claims, as it always has claimed, to be the true outcome of the will of the French people, and, therefore, to have sovereign control over its political destinies. The true difficulties of the existing situation have yet to be met by the Committee. The Radicals will allow their opponents to claim for the Assembly as many powers as they please, provided only they give them a chance of having a fresh appeal to the people. There can hardly be a second Chamber, as proposed, without an election, for if even it is to be filled from the present Assembly, the vacated seats must be filled again. If the numbers of the national representatives are not to be increased by the creation of an Upper House, then the Radicals will profit all the same, for it will draw off the present majority and leave the existing minority in possession of the Lower House. Time is on the side of the Left, and they have only to allow the Conservatives to decide on some programme or other, to profit by it.

MR. MORTON yesterday made an elaborate and logical speech on a matter which can never be attended to more safely than now, viz., the imperfections of our method of electing a President. The present is especially favorable to the solution of the question, because in Arkansas and Louisiana we have striking examples of the defects, from which grave dangers might flow, and because, as a matter of fact, the decision as to these States cannot affect the choice of President. No one acquainted with the subject will deny that the following unfortunate results are possible under our present system: A President may be elected by a minority of the people; an election may be thrown into the House of Representatives, and the choice of the majority defeated by the action of one man; the decision as to one State may produce differences only to be settled by civil war.

There will be found in our Washington dispatches this morning the text of President GRANT'S order forbidding the acceptance of State offices by appointees under the General Government. It is very comprehensive, and goes to the root of a very serious cause of embarrassment and confusion. It is a practical measure of civil service reform.

### The Proposed Board of Emigration.

We trust that the Legislature will consider well before they accept the new bill for constituting a fresh Board of Emigration Commissioners for this City presented in the Senate by Senator ROBERTSON, and in the House by Mr. BIGLIN. The proposed bill creates a kind of close corporation; it first names the members, then gives them a term of office of five years, enables them to fill their own vacancies by a majority vote of the remaining Commissioners, and confers on them all the ample powers of the Board created last year. Such a charter has naturally a suspicious look. Messrs. JANTZEN, SAMUEL T. STREETER, CONRAD GEIB, and ROBERT L. CASE may be very worthy and excellent citizens, but they are not distinguished by any special fitness for the task which it is proposed to intrust to them. Some of the other names strike us as having belonged to the old "Tweed Board," whose administration was by no means creditable to this City. We note, too, that the name of Mr. WILLY WALLACH, the only Reform member of the last two Boards, and a well-known and upright citizen, is carefully omitted from this new list of Commissioners. We do not see upon the Board one man who has any particular acquaintance with emigration or anything especially to do with it, except the Presidents of the Irish and German Emigration Societies, who are merely members *ex officio*. There are plenty of gentlemen in this City who have devoted years to the study of this important branch, or who have been connected with it directly by commercial pursuits. Why these should have been entirely omitted and a company of comparatively unknown politicians selected to manage so important an interest, is somewhat difficult to understand.

For it must be remembered that the field of work of the Commissioners of Emigration is now an enormous one. From 300,000 to 400,000 emigrants will probably arrive at this port the coming year. They can either be judiciously scattered and forwarded to their destination, or they can be left in the City to be preyed upon by sharpers and runners, and to swell the destitute and criminal population of the City. The management of this population is a subject requiring much wisdom and judgment. The forwarding of them alone to the West is a great business. It can no doubt bring, indirectly, vast profits into the pockets of the Commissioners if they chance to be corrupt. Under TWEED'S Board the Erie Railroad was thought to have played directly into the hands of the Commissioners. The mere favoring of one railroad more than another, or the extra charges for luggage, can at once enrich a dishonest Commissioner at the expense of the poor emigrant.

The Commission, moreover, take charge of a large population on Ward's Island, amounting at times, in the Winter, to seven or eight thousand. The purchasing of supplies, alone, for this great multitude gives an opportunity for vast peculation. Moreover, the management of such a number of idle persons requires great judgment and experience, and the history of the last few years shows that the Commission have not distinguished themselves by any very intelligent government of their needy subjects. It is not for the public interest that several thousand able-bodied men and women should be supported on that Island, every Winter, in almost entire idleness, at the public expense. Occupation ought to be found for them, and some branches of labor be introduced which could pay a large proportion of their expenses. As it is now, Ward's Island is a kind of harbor of ease to emigrants who are too lazy to work or are temporarily unfortunate. It is true that they are supported by an insurance fund derived from their more industrious associates, but this tax itself acts as a check upon immigration, and is not for the interest of the country if made excessive.

The Commissioners, in effect, manage a large amount of property. Apart from their real estate on Ward's Island, which is now of great value, they control an income from the tax on emigrants, amounting to three or four hundred thousand dollars per annum. It is plain that those controlling so large an interest as this should be chosen from our most intelligent and responsible citizens, and that the Board should not be made up among themselves by a small knot of politicians or unknown wire-pullers. The present Commission ought certainly to be swept away, but in its place should be put some of our principal merchants and men experienced in charities. The Governor himself, or the Governor and the Senate, ought to select the members. There is no earthly reason why a different rule should prevail here.

### The Law of Strikes in England.

On the 19th of December last, five men, engaged in the gas-stokers' strike in London, were sentenced to imprisonment for one year. Their case is a very interesting one, and is as follows: The stokers are hired on contracts requiring from one week to thirty days' notice to leave. They were combined in a trade's union. One of their members being discharged for some cause which does not appear on the trial, but which is not claimed to be in violation of contract by the Company, the stokers demanded his reinstatement, which was refused. On the 2d of December the stokers refused to go to work unless their comrade was restored to his place. There was no violence toward the Company's officers, though there was some violence and a good many threats toward members of the union who did not know of the contemplated action, and hesitated to join in it. The Company procured the prosecution of five of the stokers, among the most active, for conspiracy. The testimony was not voluminous or conflicting, and the trial was completed in one day, resulting in a verdict of guilty after twenty minutes' absence of the jury, and a recommendation to mercy, which the Court disregarded.

In the charge to the jury the Court said that the prisoners had a perfect right to form a trade's union, and the fact that their action was in restraint of trade, which would have made it an offense under the common law, could not be charged against them now. It was charged, however, he said:

"That they either agreed to do an unlawful act or to do a lawful act by unlawful means; and he asked the jury whether there was a combination between the defendants either to hinder or prevent the Company from carrying on their business by means of the men simultaneously breaking the contract of service they had entered into with the Company. It was an illegal act, and, what was more, a criminal act. If they did agree to interfere with their employers' business, by simultaneously breaking such contracts, they were then agreeing to do that which would bring them within the definition of conspiracy."

On this charge the prisoners were convicted. In sentencing them the Court said:

"He had told the jury that on the question whether they were to find them guilty or not, they ought not to be influenced by the suggestion that what they were attempting to do would be dangerous to the public. But it did seem to him now, when he was called on to consider what kind of conspiracy they had been guilty of, that he could not throw aside what was one of the obvious results of the conspiracy into which they entered, and what must have been in their minds; and he could not doubt that the obvious result was great danger to the public of this metropolis; that that danger was present to their minds; and it was by the acting on that knowledge and on the effect they thought it would have upon their masters' minds, and trading upon their knowledge of the danger, that they entered into this conspiracy, in order to force their masters to follow their will. * * * * * * *

The prisoners were the principals—the chief actors; two of them were delegates chosen by the men, and therefore evidently men to whom they looked up. They took a leading part in the conspiracy. Therefore, notwithstanding their good character they had unfortunately put themselves into the position of being properly convicted of a dangerous and wicked conspiracy. The time had come when a serious punishment, and not a nominal or a light one, must be inflicted—a punishment that would teach men in their position that, although without offense, they might be members of a trade union, or might agree to go into an employment or to leave it without committing any offense, yet that they must take care when they agreed together that they must not agree to do it by illegal means. If they did that they were guilty of conspiracy, and if they misled others they were guilty of a wicked conspiracy."

The action of the Court in this matter awakened a great deal of sympathy for the stokers. The public recognized the facts on which conviction and sentence were based, but the feeling was general that the men had been punished sufficiently. They had failed in their object; they and their comrades had been discharged; it was the beginning of Winter, and work which they could do was known to be scarce. The sentiment was universal that to have let the men go would have been the simplest, easiest, most popular way of dealing with them.

It is impossible not to share this feeling. But if we examine the case carefully it is difficult to find fault with the justice or expediency of the action of the Court. These stokers were engaged in a work, the interruption of which was not only a great inconvenience to the public, but a source of danger as well, and the means, besides, of interfering with the employment and diminishing the earnings of thousands of men and women as dependent as the stokers themselves upon their daily wages for their daily bread. Protection against this disaster was sought by means of the contracts requiring notice before quitting work. Those contracts were the sole precaution it was possible to take legally, and they had been illegally broken. The law makes a combination to do an illegal act a criminal offense, and in this case the law was appealed to, to enforce, by criminal prosecution, the observance of a contract essential to the public welfare. Recent legislation leaves workmen free to do about everything except to combine to break obligations voluntarily assumed. It is difficult to see why that exception should not be enforced in every practicable manner. Certainly the observance of contracts is the keystone to the arch of modern society. It is the one principle without which society cannot exist, or any one earn an honest living. If severity is justifiable in any case, why is it not so in maintaining this principle?

### More Great Guns.

It seems natural and patriotic to desire that in naval and military improvements no nation should outstrip us, and complaints are common, and, indeed, very general, when any such superiority appears to be manifested. A more sagacious and far-sighted judgment teaches, however, that this notion is to be accepted with reservations. The study of the art of war, and the development of that art, whether in theory or practice, show that the two branches of offense and defense tend constantly to balance each other. Improvements are to be classed under one head or the other, and any considerable advance in the kind or disposition of engines of attack invariably brings forth a corresponding progress in methods of resistance. Thus, in England, millions of money have been spent during the past few years in the construction of gigantic iron-clads. Twenty years ago there were no guns in existence that would have had any serious effect on the sides of the latest-built armored ships. But, as the plates have grown thicker the cannon have grown stronger, and now it is discovered that the whole iron-clad navy of Great Britain is destined to become almost useless.

The fifty-ton gun with which the Admiralty propose to equip the *Temeraire* has a bore of thirteen inches, requires a battering charge of 140 pounds of powder, throws a projectile of 1,000 pounds weight, and is said to have a penetrative power equal to twenty-four inches of the best armor. This is claimed to be enough to insure the destruction of the strongest iron-clads afloat. But there are enterprising engineers who advocate a seventy-ton broadside gun for seagoing purposes, and such a monstrous piece has either been made, or is about to be made, at Woolwich. The bore of this cannon is fifteen inches, its battering charge 220 pounds, and its penetrating power thirty inches at 1,000 yards distance. Several new devices have been called in play for the better manufacture of these colossal weapons. Among the rest is a new steam hammer, which is to be driven down, as well as lifted up, by steam, which will weigh thirty-five tons, and will strike a blow equal to 140 tons. This machine has to be supported by masses of iron, as otherwise the "give" of the earth beneath, or even of any foundations of masonry, would be too great. Equally vast are the facilities of the new rolling-mills, which "turn out bars of iron as long as the monument is high"—303 feet—which, while red-hot, "are coiled on a drum like a cable on a windlass." It is pretty certain that the gigantic cannon now made, both for sea and fixed forts, would never have been thought of but for the exigency of armor plates; the one is the legitimate offspring of the other. But the cost of the various experiments has borne a natural relation to their prodigious scale, and it is not very consolatory to those who have had to pay, to be told that, after having spent untold millions, the uselessness of the outlay was only to be demonstrated by making it.

On the other hand, obvious advantages result from the demonstration to the rest of the world. Some naval enthusiasts were desirous, not long since, to have the United States Government forthwith construct a great number of cruising iron-clads, like the huge ships put afloat by England. The good fortune of our escape is now palpable enough. We might almost, but not quite, as well have thrown the money into the sea. But this ought not to prevent American engineers and naval architects from keeping a close eye on the work going forward, not in Great Britain alone, but in Prussia and France. Our comparative isolation, besides other advantages, gives us the inestimable one of being able, in case of war with a foreign power, to take almost our own time to prepare for the conflict. Nevertheless, we want to know *how* to prepare. The immense expenditure of actual equipment may be deferred until we know it to be unavoidable, but not the acquisition of the knowledge how to set about the work when the time comes for it to be done. In the great civil war, as with *Lady Macbeth*, "being unprepared, our will became the servant to defect;" our deficiency was not alone in material, but in knowledge how to get and use that material; and we know now how bitterly in blood, in time, and in treasure, we paid the penalty. The lesson to be drawn from that experience, and from the constant innovations whereof we get accounts from over the sea, is not to put ourselves to needless current expense which, after all, may turn out to be useless, but to so watch and study the naval and military progress of the time as to have a mastery of all the best and newest lights, and thus to be ready to apply them at the shortest notice whenever occasion shall arise.

### An Experiment Worth Trying.

The proposed plan of stationing a steamer two or three hundred miles east of Sandy Hook, and connecting her by a submarine wire with the Signal Service station in this City, so that she could give warning of approaching storms to inward-bound vessels, is one which may prove of great service to commerce. There is, however, another method of achieving the desired result, which, though it may at first sight seem chimerical, has the serious approbation of many scientific authorities.

The late SIDNEY E. MORSE, who was known as an inventor quite as widely as he was as an editor, some years since devised a plan for erecting ocean signal stations, telegraphically connected with one another and with the shore. Proceeding on the well-known fact that at a brief depth below the surface of the sea the water is undisturbed by storms or currents, he proposed to sink to this depth large iron buoys, securely anchored. Upon these buoys, as a solid foundation, he asserted that small watch-towers could be built, which would withstand the blows of the Winter waves better than can any absolutely immovable tower like the Eddystone Lighthouse. The latter, being unyielding, must bear the full force of every sea that strikes it, while the former would yield somewhat to the blow, which would thus lose much of its power. The same plateau that serves as a bed for the Atlantic cable would serve as an anchorage ground for the submerged buoys, and the task of sinking and securing them would be much less difficult and expensive than was the work of laying the transatlantic wire. The vast advantages of such ocean signal stations need no comment. Not only could they warn passing vessels of approaching changes in the wind and weather, serve as oceanic mile-stones, marking the latitude and longitude, but they would afford temporary refuge to shipwrecked mariners, and would thus fulfill the double purpose of signal towers and life-saving stations.

It should be noted that this plan is that of a man of large scientific attainments, and one whose judgment of the value of his own inventions never proved to be incorrect. No scientific man to whom Mr. MORSE'S plan has been proposed, has regarded it as otherwise than entirely feasible. Now that our Government has so earnestly entered into the work of mastering the mysteries of meteorology and applying them to the work of preventing marine disasters, it would certainly seem worth while to give Mr. MORSE'S project of mid-ocean signal stations a careful and thorough examination. The practicability of anchoring the submerged buoys will be conceded without argument. The only apparent objection to the scheme is the doubt whether the superimposed towers would withstand the action of the wind and waves. This doubt could be settled by an experiment which would cost little, but which, if successful, would give to mankind a dominion over the ocean such as they can in no other way hope to attain.

### The New Cromwell.

Mr. EMERSON'S carefully elaborated doctrine of compensation, if somewhat fancifully pressed, is constantly exemplified in real life, and never more forcibly than in the treatment of historical characters by essayists and historians. Let a conspicuous personage be smartly attacked, and we well know that some doughty champion will soon rise up for his defense. An example is prominent just now, in the figure of CROMWELL. Mr. W. G. WILLS has written a play called "Charles I.," which has made a great success in London. Partly by its literary merit, and partly, we are told, through the singular ability of a hitherto comparatively unknown actor, named IRVING, the acceptance of the piece has been quite remarkable. It is not often nowadays that purely "legitimate" plays are so fortunate, and the circumstance has attracted much animated comment. One result is the confident assertion that "Charles I." owes less to the elements of popularity we have named than to the peculiar way in which it handles OLIVER CROMWELL. The Lord Protector, it would appear, is made by Mr. WILLS little short of a fiend incarnate; and we are invited to believe that this picture is so agreeable to dominant taste just now as to have insured the triumph of the drama containing it.

But Mr. WILLS' *Cromwell*, as might have been expected, has not been left in undisturbed possession of the field. One Col. RICHARDS has promptly taken up the glove, and the sorry portrait on view nightly at the Lyceum Theatre has been offset by a precisely opposite one at the Queen's. Col. RICHARDS' drama is in five acts, and it paints the great Parliamentary leader as the noblest of patriots and of men. The play takes four hours in representation. It begins at St. Ives and ends at the Old Palace at Greenwich. *Oliver* sees the execution of *Charles I.* in the first scene, in a dream—an instance of foresight, to the extent of fifteen years, that has few parallels. The battle of Marston Moor is included in the piece, and it ends with the death of *Cromwell's* daughter, Mrs. CLAYPOLE, and the triumph of the Protector's policy both at home and abroad. The drama is highly rhetorical and declamatory, and, from the accounts, cannot approach Mr. WELLS' play for either workmanlike handling or literary skill. In point of fidelity to history, however, Col. RICHARDS has apparently the advantage, and this, together with the protest conveyed by *Cromwell* against the blackening of his character, has gained for the new drama a fair measure of prosperity. But the author has hardly written a work that will live; especially since he makes the curious blunder of imputing his hero's behavior almost exclusively to political duty, and in hardly any degree to religious conviction or enthusiasm. The case is nevertheless an interesting example of the decided tendency of the age to hear both sides. To the nineteenth century the judicial attitude is certainly a favorite one, and the fact is indicative of a commendable disposition in behalf of fair play, however it may argue a lack of those tremendously strong persuasions that rendered the memorable tragedy at Whitehall possible, and laid the firmest foundations, since Magna Charta, of English liberty.

## MINOR TOPICS.

Some of these days there will be a collision between the ferry-boats of the Hunter's Point and Williamsburg lines, which will lead to the loss of numerous lives. There is a little rivalry between the pilots employed by these two lines, and they continually indulge in the exciting pastime of endeavoring to head off one another's boats, regardless of the risk to which they thereby expose their passengers. Some time since a Williamsburg boat refused to give way to a Hunter's Point boat, and the pilot of the latter, in revenge, ran his boat a long way back for the purpose of driving the rival boat out of her course. When pilots are reckless and lawless enough to amuse themselves in this way, the public must suffer inconvenience, if not danger. So far nothing worse than delay has resulted from the conduct of these men. Sooner or later, however, a collision will take place, and we shall then be told that it was the result of accident. In point of fact, it will be the result of the criminal recklessness of pilots who neglect their duty in order to vent their personal animosities.

The street railway companies have devised various plans to prevent their conductors from embezzling money, some of which are ingenious and others simply vexatious. There is one plan, however, which is better than any "indicator" or "check card," but which no company has yet tried. This plan consists simply in paying the conductors wages on which they can support life. Every railway superintendent knows that the conductor receives a ridiculously small stipend, and that he is compelled to pay a large part of this as black-mail to starters and drivers. The result is, that out of his hard-earned wages there is not enough left at the end of the week to pay the ordinary and necessary expenses of himself and family. Now, this state of things, while it does not warrant a conductor in stealing, places him under the most powerful temptation to dishonesty. Pay the conductors decently, and honest men will engage in the business. Pay them as they are now paid, and nine out of ten will feel justified in robbing their miserly employers.

Rev. Mr. VAN METER, well known for his philanthropic labors among the poor of this City, recently opened several Protestant schools in Rome which were soon after closed by the government. It is an error to suppose that this course was dictated either by the opposition of the royal government to Protestantism, or by its personal dislike of Mr. VAN METER. The real cause of the closing of the schools was simply Mr. VAN METER'S failure to comply with certain regulations, of which he was ignorant. He did not apply for a license, neither did he conform to the rules regulating the separation of the sexes in schools, and in several other respects he unwittingly violated the laws. Though subsequently to the opening of his schools he was informed of the requirements of the government, he failed to comply with them, and it does not appear that the authorities could properly pursue any other course than the one they finally accepted. It is understood that the whole trouble originated in Mr. VAN METER'S ignorance both of the language and laws of Italy, and assurances are made that whenever he complies with the necessary formalities he will be at liberty to reopen his schools.

The rainfall of England during 1872 has been 21.80 inches in excess of the average of the five years from 1868 to 1872. In other words, about twice as much rain has fallen during the last year as in any of the five years specified. On which general data a certain Dr. ALLSUTT, of meteorological fame, bases the following startling computation:

"England contains 33,000,000 square acres of land, and an English acre consists of 6,272,640 square inches. An inch of rain on an acre yields 6,272,640 cubic inches of water, which, at 277,274 cubic inches to the gallon, makes 22,623.5 gallons; and as a gallon of distilled water weighs ten pounds, the mean of rainfall on the acre is 226,235 pounds, avoirdupois; but 2,240 pounds are a ton, and consequently an inch of rain weighs 100,993 tons, or nearly 101 tons per acre. For every 100th of an inch, therefore, upward of a ton of water falls. Here, then, we have upward of 2,000 tons of surplus water falling on each of the 33,000,000 square acres of England; or, in other words, there have been 66,000,000,000 tons above the estimated average; and some of our *savants* have assured us that the springs have scarcely yet begun to flow."

If a pressure like this has not agitated the subterranean fountains of England, they must have been dry indeed. Probably this statement will move the Archbishop of Canterbury to consult with the *savants* before issuing his next recommendation to pray for fair weather.

Those of our citizens who have been accustomed to walk to and from their places of business were once under the impression that if they could get rid of BROWN they would speedily be relieved from the blinding clouds of ashes which the "dust-men" raised, with provoking regularity, every morning along Broadway, between the hours of 9 and 11 o'clock. Superintendent THORNE'S "Bureau" came into existence, and for a time there was a cessation of the nuisance. It is now, however, in full swing again. Indeed, for that matter, it is as possible, worse than it ever had been under the much-abused BROWN. Since the snow-storm the cart-drivers seem to take a malignant delight in lifting the barrels and boxes at least a foot higher than is required, in order that well-dressed pedestrians may have their mouths filled, and their clothes ruined, with dust. Superintendent THORNE is very much mistaken if he supposes the public is going to stand a continuance of this nuisance.

### Amusements—Announcements of the Day and Notes.

The third concert given this season by the Philharmonic Society is to take place at the Academy of Music this evening. Mme. Camilla Urso and Mr. S. B. Mills are to be the soloists.... Mr. Edwin Booth, at the matinée at Booth's, today, will play *Benedick*, in "Much Ado about Nothing".... A dispatch from Washington mentions the production by Mlle. Aimée and her troupe in that city, last night, of "Les Cent Vierges," in presence of a numerous and delighted audience.... Mr. Max Strakosch and his artists will reach New-York to-morrow and depart on Monday.

### Jay Gould and Erie.

*From the London Economist, Jan. 4.*

The shareholders of the American railways ought to add the cost of Mr. Jay Gould to that of their rolling-stock, for he certainly costs them millions a year. It is fear of him, and of men like him, which induces English investors to demand eight, nine, and ten per cent. for their loans to American railways, instead of the six per cent. with which they would otherwise be well content. The holders of American railway mortgages are in a better legal position than the holders of English railway debentures, because if they are not paid they can seize the line; but the advantage is not sufficient to overcome the fear caused by transactions such as those which have recently taken place in the management of the Erie line. This fear, which costs the companies on an average two per cent. on all their loans, will certainly not be diminished by the arrangements reported by the American papers received this week, but not yet fully related to the English public. * * * It seems certain that Mr. Jay Gould is still one of the richest and most influential men in New-York, and that he will be allowed, under a definite promise, to use this wealth and influence "for the benefit of Erie"—that is, to acquire once more a control of the fortunes of the line. * * This is a misfortune for them, (the Erie shareholders,) even if Mr. Gould is now sincerely on their side, because they will be exposed to incessant false alarms of "extensions," "stock watterings," and "corners" circulated by their enemies on the calculation that anything will be believed of Mr. Gould, while it is a still greater misfortune for shareholders in all other American railways. They will have to suffer for the European belief—just or unjust—that in such transactions as those New-Yorkers do not care even for "law-honesty;" that peculation will be condoned whenever it is successful, and that a director who "restores" millions sterling of property, which never ought to have been in his possession, may still be assured that his advice and assistance will be of the greatest value to a board specially appointed to put an end to his sway over the Company's affairs.

## WASHINGTON NOTES.

BY GRACE GREENWOOD.

THURSDAY, Jan. 16, 1873.

The late discussion of the Indian Appropriation bill in the Senate, revealed some opposition to the present policy, and showed that the philanthropists have some ugly antagonists in that body. Mr. Thurman and Mr. Wright, in their short sprag speeches, made some points hard to get over. Mr. Thurman always carries the war into Africa. He strikes straight out from the shoulder, and every blow tells. I cannot help admiring the grim common-sense with which he treats the whole conglomerate, treaty-making delegation-fitting policy; the bull-dog grip with which he seizes it, and shakes it. The remarks of Mr. Wright and Mr. Nye also betrayed that coolly practical, unsentimental, perhaps unbelieving spirit that would shock the sensibilities of Mrs. Cora V. Hatch Tappan, and grieve the gentle spirit of Father Beecon. Mr. Wright denounced the folly, and worse than folly, of selling arms and ammunition to the Indians, putting all the conveniences of massacre into their hands, and Mr. Nye urged the abandonment of the whole system of make-believe treaties, and, I must say, that both talked like men of sense, if not of sentiment; of candor, if not of creed. They talked like men who had boundless faith in what the peace policy thoroughly tried, to the satisfaction of the Administration and the Quakers. I must confess that I am a mild infidel, with regard to the regeneration of the average red man. I am only orthodox enough to believe in aboriginal sin. I have never grieved much for the lost tribes of Israel. So, perhaps, consequently, I have no stirring of family affection for my blue-man, the unhappy Arapposhoe. I don't believe he is my "long-lost brother." Any number of wild strawberries on his right arm couldn't convince me. But I don't want him deluded and abused, and fated back and forth in delegations any longer. I think the President should step between him and the traders, and treaty-makers, and powder and whisky peddlers, and the agents and Commissioners, and say: "Hands off, gentlemen! Leave me my savage in puris naturalibus, morally, at least. Don't imperil his wild virtues in Washington. Leave him to his primitive bow and arrows. Drive him out to his reservations, if need be, but don't befool him with worthless treaties, or besot him with bad whisky. Exterminate him, if you must, but don't put a stove-pipe hat on him."

In the late religious discussions held in New-York on the doctrine of vital interest to that City, of the eternal punishment of the wicked, when the personality of the devil was called in question, a certain conservative clergyman, terrified by the rising flood of infidelity, which threatened to sweep away all old-time institutions and beliefs, exclaimed with fervor, "I won't have a religion without a devil!" Should atheism, radicalism, positivism, materialism, and spiritualism, all combined, destroy our faith in the Satan of Moses and Milton, the Beelzebub of the Evangelists, and the Apollyon of Bunyan, and last our desolate—it, in short, we should cast out of devil, I know of no better place to go, to have the old mythic monster of cruelty and treachery recreated and rehabilitated, than the lodge of a Cheyenne, or the mountain cave of an Apache; but if we would have him reappear in his favorite character of the Father of Lies, we might have to go no further than the first Indian agency.

Mr. Nye spoke of his own speech as possibly the last he should make in the Senate. He had just heard the news from the Legislature of Nevada. He takes his supersedure with philosophic coolness and Christian submission; he makes it more a case of resignation than of defeat. I am sorry he is to leave us—not that I have anything against Jones, aside from one's natural antagonism to a millionaire, but we shall miss our "ancient," a man of "infinite jest" and much "excellent fancy"—shall miss him with his "flashes of merriment," his exhaustless fund of anecdote and Holy Writ. May all the best goods of life, good health, good spirits, and the solaces of a good conscience go home with him, and abide with him under the dense shades of the cotton woods of Carson.

On Monday, of this week, Mr. Conkling rose, with an air of desperate determination, and called out frantically for fresh air, through a brief resolution to instruct the Committee on Public Buildings to inquire into the practicability of extending inlets for that scarce commodity to the Western Park. Really, this is unreasonable and exacting. The gentleman ought to be contented and thankful, knowing as he does how much worse off we are in the galleries, where the air not only comes to us from musty subterranean regions, but is very much mixed with cigar-smoke from the ante-rooms and the breaths of seventy-five Senators. In comparison with our situation, his own is paradisical. In seriously regarding him, we reverse the visual action of the rich man in Scripture, who, "being in torments, lifted up his eyes," and saw his late impecunious neighbor in very comfortable quarters. What would Dives have thought if he had heard Lazarus complaining of a want of ventilation in Abraham's bosom?

We in the galleries of the Senate and House have not only bad air to endure always, but, at times very questionable company. Men shabbily dressed, dirty, and ill-mannered, occasionally push into the galleries reserved for the ladies, and lounge, and yawn, and spit, and make themselves delightfully and democratically at home. I am afraid the guardians of these reserved galleries are not as stern and watchful as they might be. They are remarkably quiet, mild-mannered men. Their occupation has perhaps a tranquillizing and softening effect upon them. Raised above the turmoil and corruption of politics, it is doubtless a peaceful calling, and a virtuous,—but, if I were a man, I would have none of it. I would choose rather toil, hardship and peril, and righteousness of a more positive character, in a purer and livelier atmosphere. "Better dwell in the tents of the Lord, than be a door-keeper in the house of the wicked."

In the House, I have waited and watched anxiously for the coming up and consideration of the bill for the admission of Colorado, but day after day we have had nothing but Louisiana and Credit Mobilier muddles, depressing and confusing. On Saturday, however, during a discussion on the Appropriation bill, for the Department of Agriculture, Mr. Cox enlivened the melancholy scene by a regular *tra la la* of wit and pleasantry. Mr. Cox is the "good little Samuel" of the House, from whom such blessings flow, almost exclusively, since Mr. Knott is not. He is deplorably witty, being on the wrong side of the hall, and, consequently, on the wrong side of the question. It is a pain to think whose mind what he might have been, if he had been born under a republican star—if Administration 'gone had presided over his cradle. But his Democracy is less a fault than a misfortune. I suspect it is an inherited distemper.

They say that Deseret, pressing forward

at this time, will keep out Colorado, even if she does not get in herself. I make bold to say that Utah—(that's her real name, and she can't get rid of it)—should, considering her antecedents, have the arrest to stand aside, and say to her purer sister, poor but respectable—"After you, Madam, is manners for me."

I really believe a great mistake, even for Congress to make, will be made if, after coming for the third time to the door of the Union, with her silver lamp, tambourine and harem, Colorado knocks in vain; is told she is too early for the wedding feast. The question, I understand, is simply of numbers, but it seems to me the character of the population should have some weight. It is composed of brave women and pretty fair men, and of the most dashing, daring, wide-awake boys and girls on the continent. In the mountains are miners of the best quality, the unsettled and adventurous sort pushing westward to the more promising treasure fields of Utah and Nevada. Along the river-courses and in the towns are the very pick of Eastern agriculturists, mechanics, and railroad men. There is a great deal of social refinement and intellectual culture among the women of Colorado, that would show well even at a Washington reception, and there are men in high office of the Colorado colonies who might stand up against the best eleven of the forty-second Congress, and be bold. The Territory is doing wonderfully well for a Territory, but it needs the dignity, the security, and above all the educational facilities which admission into the Union would immediately confer. Make it a State, and with its new railroad interests and enterprises, its population will increase with unprecedented rapidity, and mining, agriculture, and all the mechanic arts will receive a new impetus. I should more ardently advocate this measure if the noble women of Colorado, who shared equally with the men in the old perils and hardships of pioneer life, were to share equally in the new political rights of full citizenship under the Republic. But the half-loaf-better-than-no-bread principle is one I have always stood by, even in my ravenous demand for woman's rights.

There are signs of the Goat Island bill coming up this week. The clans are gathering for the fight. Gov. Stanford, a host in himself, is already in the field. "I do here perceive a divided duty." I love and respect my San Francisco friends, some of whom bitterly oppose the proposed grant, and I admire and esteem Leland Stanford, who advocates it honestly and most honorably. I fall secured. He believes that the partial occupation of Goat Island by the Central Railroad Company would greatly facilitate the commerce of the country, of the world; would so help to enrich California, and, in the end, could not be a bad thing for San Francisco. I doubt not he has bent all the force of his master's business faculties to the accomplishment of this great enterprise, for what he wills he wills strongly. I cannot say that I have thoroughly investigated this disputed matter, but I do believe in the man, and I think that the opposition to him over there in the city of my love partakes of the unreasoning nature of a hue and cry. Every unfortunate thing that happens on the Pacific coast is laid to his charge—droughts, bad vintages, excessive Chinese immigration, floods, fires, and failures of all sorts. He was even charged with disturbing the electrical currents by his railroads, and so producing the great Inyo earthquake. I remember a member of the Governor's family once exclaiming, with remarkable warmth of affection, considering her relationship—that of mother-in-law: "It is too bad! They make Mr. Stanford a scape-goat, and yet won't let him have Goat Island to flee to!"

I cannot but think he will get it yet. He has one almost all he has ever tried for in this life. The defeat of Occident by Goldsmith Maid is almost the only check to the magnificent sweep of his good fortune that I know of, and he seems to have recovered from that shock.

I suppose they feel toward the great Central Railroad monopoly in San Francisco much as we feel toward the Board of Public Works in Washington; and I know I am venturing on dangerous ground, in coming over so little way between them and their corporate enemy. How would we like any outsider coming between us and the Board, if we could once get a chance at it?

## KANSAS.

### The Governor's Message—Sensational Question—Some Bolts.

TOPEKA, Kansas, Jan. 17.—The Governor's message to the Legislature, delivered yesterday, treats entirely of local matters. He says the total value of property in the State in 1862 was $49,350,789, and in 1872, $127,690,967. In 1862 there were 354 school districts, and in 1872, 3,418. Our present population, according to the average number of persons per voter, is 608,928.

Concerning the Senatorial election, he says: "I would not be understood as sanctioning the reports that have been so generally circulated of the wholesale purchase of the Legislature in our former elections. It would be idle to deny such reports or the injury they have done to the good name of the Commonwealth. Would it not be wise for you to abstain from all appearance of evil? Your actions should be governed by such a high sense of public duty that no man would dare to risk his reputation by intimating that you had been controlled by improper motives. It is to be hoped that the day is not far distant when Senators will be chosen by the vote of the people."

The bonded debt of the State is $1,386,695.

## FLORIDA.

### A Civil Rights Bill—Appointments by the Governor.

TALLAHASSEE, Fla., Jan. 17.—In the Legislature yesterday, a Civil Rights bill, embracing the substance of Senator Sumner's bill, was made the special order for to-day. The Senate confirmed the nomination of Franklin Fraser for Assistant Justice of the Supreme Court; also, those of S. B. McLin, for Secretary of State, and C. W. Cowgill for Controller. It is probable that J. C. Gibbs, ex-Secretary of State, will be made Superintendent of Public Instruction; Gen. John Varnum, Adjutant-General, and Gen. Dennis Eagan, Commissioner of Lands and Immigration. These appointments will complete the Governor's Cabinet. The Senatorial contest begins on Tuesday next.

### The Rights of Ship-Builders—Important Decision.

BALTIMORE, Jan. 17.—In the case of Wellener & Buck, ship-carpenters, against the assignee in bankruptcy of Kirkland, Chase & Co., in the United States District Court to-day, Judge Giles rendered an important decision as to the legal rights of ship-builders under the twelfth rule in Admiralty of the United States Supreme Court. This rule was amended on the 6th of May, 1872, so as to read: "In all suits by material men for supplies or repairs, or other necessaries, the libellant may proceed against the ship and freight *in rem*, or against master or owner alone *in personam*."

Judge Giles held, today that the new rule applies to all suits *in rem*, by material men filed after the amendment of the rule whether repairs were made before or after the amendment. This decision is in opposition to the recent decision of Judge Richardson, of the Southern District of New-York. In delivering his opinion Judge Giles remarked that as the amount involved was large, and in opposition to a decision of Judge Richardson, he hoped an appeal would be taken to be reviewed by the Court above.

## FESTIVE PARIS.

### Holiday Scenes in the French Metropolis—Experience of Foreigners—Among the Shops—A Thieves' Jubilee.

From Our Own Correspondent.

PARIS, Friday, Jan. 3, 1873.

For a very long time I have not seen Paris so animated and so gay as on the *Jour de l'an*, the great holiday of the French. The fine and extremely Spring-like weather was the main cause of this result, for it is now many weeks since we have had anything like settled weather, or anything but cloudy and uncertain skies. On New-Year's Day the weather was all that could be desired. A dense crowd, like that seen upon Broadway in the afternoon, but moving far more slowly, thronged the great avenues from the Madeleine to the Place de la Bastille; the cafés had set out their little tables as on a Midsummer's day, and the iron chairs along the route were scarcely a moment unoccupied. I do not know of a brighter, gayer, or more singular spectacle. The boulevards on such occasions are like a grand commedama, full of figures, and presenting a never-ending variety of lively scenes. At one moment one is jostled by a Marquis or a Duke; the next one rubs against the white blouse of an *ouvrier*. Yet the whole of this strangely mottled crowd, presenting the two extremes of society, and every known variation, is always in good humor with itself and with everything else—*toujours gai*—always polite, courteous, and smiling, and always wearing as happy an aspect as can be imagined. Mr. Jefferson loved the French, because one could pass a life-time among them without hearing a coarse word or receiving an affront, and while I cannot say quite as much in these days of *égalité* and excessive drinking, I can yet say that no more amiable people can be found in the world, in all that concerns social intercourse. In street or saloon the French are always polite, courteous, and obliging, and when assembled in crowds they are considerate and good-natured.

FOREIGNERS' EXPERIENCE.

But it must be confessed that it is only after a long residence, and a perfect familiarity with the language, that one can fully appreciate the good qualities of this people. The almost invariable habit of swindling foreigners, and of overcharging them for even the slightest services, puts the stranger in extremely bad humor, and prevents him from appreciating what is really praiseworthy. I had an opportunity yesterday of seeing several new-comers in a very bad temper, and cursing both the country and the people, because they had been outrageously swindled the day before. One had bought a locket for 175 francs, which was worth perhaps twenty-five. I went with him to the dealer, and menaced the latter with the police unless he took his false article back, which he did after a vast amount of talking, and without showing any sign of shame. Indeed, it is considered a perfectly legitimate bit of trade to overcharge an American, and, knowing the feeling so well, I feel inclined to give a bit of advice to those coming here to make purchases. Make it a general rule to buy all dress and dry goods, ribbons, and everything in that line at the great establishments, such as the "Louvre," "La Paix," "Au Petit St. Thomas," "Au Bon Marché," and a few others of the kind. All goods are marked, and, as a general thing, the profits are the same on all articles. For instance, the house wishes to do a very large business and hence can do very well on a profit of ten or twelve per cent, and this is added according to the price of the article, be it a bath robe or a parasol. Common sense should teach any one that when a company buys its goods by the million, we may say, it can get them cheaper than if bought by the score. Besides, and a very important consideration, those houses have a name at stake. Secondly, in the way of jewelry, I should advise all Americans to consult some friend, if they have one; if not, to go at once to the Palais Royal, choose a shop which has jewelry to one's taste, and have an explanation with the dealer. If one says, for instance: "I am a stranger, as you see; I buy a considerable amount of jewels in my frequent visits to Paris, and I do not want to be swindled either in quality or price. Deal fairly with me, and you can have my custom," the immediate effect will generally be a very considerable reduction from the marked price, and so great a reduction that a stranger is apt to be amazed. Such a speech in England and America would be resented by the merchant, who would probably reply that he dealt fairly with all his customers; but here it excites no surprise, because to "bargain," or "marchander," is the habit of the country. A dealer seems to have no sense of the impropriety of reducing the price of an article one-third or one-half, if the buyer shows himself or herself capable of "bargaining," and the seeming innocence of this proceeding, or absence of all apparent idea of doing wrong, is often astounding. I do not suppose that this bit of advice will have much weight, for the seeming cheapness of the articles in small shops is very tempting, but every Parisian knows that a majority of these shops are mere traps to catch strangers. It is such shops which put our countrymen in a rage, and which often send them away, cursing the country and the people, and without a good word for the many excellent things to be found in Paris and in France.

A THIEVES' HOLIDAY.

Wednesday seems to have been a grand field day for *Messieurs les Voleurs*, for between the hours of 10 and 8 no less than thirty-seven hundred individuals were arrested. Over two thousand of the number were taken in for drunkenness, and 835 were pickpockets. Among the latter is an individual who gave the name of John Cool, and claimed to be an American. Whether a compatriot or not, I can say that Mr. Cool is an honor to his profession, for he was literally burdened with watches, pocket-books, and other plunder, his well-stuffed garments finally attracting the attention of the *gardiens de la paix*, as our gendarmes are now called. Mr. Cool's portly appearance did not seem in proportion to his meagre face, and he was carefully watched. He seemed aware of the fact, and for some time twirled his cane like a fashionable *flaneur*, but yet managed, he says, to confiscate several articles under the very nose of the police. At the corner of the Rue de Grammont he met a temptation too great to resist, for under the coat of a country proprietor his practiced eye saw a rich piece of booty. He adroitly drew out a portemonnaie containing near 5,000 francs, and was putting it away in his own pocket when tapped on the shoulder by a detective in plain clothes.

"*Mouchard!*" said Mr. Cool, coolly, and, looking the detective over from head to foot, he added a compliment upon his "get up" which did him credit. John Cool did not attempt to deny the charge, for the *corpus delicti* was at hand, and he very cleverly, it must be confessed, proceeded to detail certain exploits in order to show that he was no vulgar pocket-handkerchief thief. He even volunteered to show the police some tricks of sleight of hand. This trait is the only thing which leads me to suppose that Mr. Cool may be an American, for the inference is that he may have learned in New-York that it is only the vulgar, petty thief who gets severely punished, while the hero in his line has a good chance for escape, or for a greatly mitigated sentence.

TOUCHING INCIDENT.

Another case is recorded, and one which is very touching. About the Place de la Bastille there is a regular Fair, the booths being more numerous than common, but nearly all stocked with children's toys. A pale, wan, emaciated young woman, leading a little boy by the hand, was seen going about from booth to booth, and both gazing wistfully at the things which were beyond their reach. Both were meanly, scantily clad, and both showed traces of great poverty, and of prolonged misery. On passing a booth where a number of dolls were spread out in a basket, the child took one in his hand, but was immediately seen by the dealer. He brutally seized the child by the ear, and cried, "Help! help! au *voleur!*" A crowd was instantly collected, and the police soon upon the spot. The poor mother clasped her hands in supplication. "Oh! pardon him!" she prayed; "he is only seven years of age—he had no toys—nothing—and he wanted one so much!" The dealer turned his rage upon her and called her an accomplice, and, in spite of the protests of the *gendarmes* themselves, he insisted upon having both arrested, and preferred a charge of robbery against them. Both have remained in custody up to this moment, awaiting their turn for trial. A far more pleasant scene occurred on the Boulevard Bonne Nouvelle. A member of our American colony was walking about with his little girl, five years of age, when they met a procession of orphan children. The little girl asked the meaning of their checked costume and blue ribbons, and on being told that they were poor girls who had no parents, she asked who gave them their New-Year's gifts. On being told that they had none, she was greatly affected, and proposed that they should give them their *étrennes*. Touched himself, or anxious to encourage the charitable disposition shown by his daughter at this early age, Mr. S. consented, and, on getting permission from the Sisters of Charity who accompanied them, he bought out the stock of two or three *baraques*, and sent sixty odd orphan girls away very happy.

MATTERS AT VERSAILLES.

The official reception took place at Versailles in the published order, and all passed off well. It is remarked that, while M. Thiers has taken up his temporary residence in Paris to please the people, he held his receptions at Versailles to please the Assembly. Furthermore, it is remarked that he called first upon M. Grévy, the President of the Assembly, thus recognizing the sovereignty of that body. The first visit of the day was to M. Grévy, the second the call of M. Grévy upon the President immediately after, then came the visits of the members of the Cabinet, the diplomatic corps, and the officials. Col. Hoffman, Chargé d'Affaires for the time, paid his respects to the President, to present congratulations on our part. So far as I have heard, everything passed off in the best possible way, and everybody was content. M. Thiers is a great stickler for the formalities of official and social life.

## THE REVENUE CUTTERS.

### Valuable Aid Rendered to Distressed and Stranded Vessels.

WASHINGTON, Jan. 17.—The Collector of Customs at Key West, Fla., reports to the Treasury Department that the British ship West Derby, of London, 830 tons, Thomas Wram, master, from Mobile, and bound to Liverpool, with a cargo consisting of 2,240 bales of cotton, went ashore on the Pelican Shoal, Tortugas, on the 4th inst. The ship and cargo are valued at about $300,000. She was lightened of 450 bales, by wreckers, but they were unable to extricate her. On the 7th inst., Capt. Chase, commanding the revenue cutter Northerner, upon receiving information, immediately proceeded to her assistance, and after pulling away at her several hours, and parting a number of hawsers, during quite a severe norther, succeeded in getting her afloat, and towed her into the harbor of Key West. A severe norther set in the next day, and had it not been for the assistance of the revenue steamer the ship would have proved a total loss with a large portion of her valuable cargo.

A letter received from the Captain of the revenue cutter Grant mentions the assistance given by that vessel to the American brig Morning Light, which she found ashore near Cape Henlopen. It took three hours to extricate the brig from her position, and afterward she was towed to the Delaware Breakwater. The Morning Light went ashore during the gale of the 5th inst., the sea making a clean breach over her, compelling all on board to seek safety in the tops, where they remained for more than six hours. The crew of eight persons were taken off. On boarding her she was found to be full of water.

### Lecture by Mr. Henry Bergh on the Lower Animals.

Mr. Henry Bergh, President of the Society for the Prevention of Cruelty to Animals, delivered a lecture last evening upon the lower animal creation. He was received by the members of the Liberal Club with applause, and introduced his lecture by expressing his admiration for the word liberal. It signified a great deal, both in its application to men and to lower animals. Seven years ago, the lecturer said, there were no laws in this country for the protection of dumb animals, and they were regarded and treated as our movable property, and as inanimate objects. Mr. Bergh exhibited an illustrated map to show the great progress of the crusade in this country against cruelty to the lower animals, and the number of societies similar to the one to which the speaker belonged. He had been charged with being too zealous, and told that he should make haste slowly, like that celebrated architectural example, the New-Court-house. [Laughter.] But, as Mr. Fields said in his lecture, no one ever became "master of the situation" without heroism, zeal, enthusiasm, and a little fanaticism. The lecturer then hurriedly reviewed the history of the progress of societies for the protection of animals, from 1802, when attention was first called to the subject in France, (though no society was formed in France until 1838,) down to 1866, when the first society was formed on this side of the Atlantic, in the institution in this City of the American Society for the Prevention of Cruelty to Animals. The speaker said that when he first began his work he wanted a little notoriety, he wanted to bring the matter before the people, and to get the Press to talk about it, so be arrested for cruelty the Captain of a ship loaded with turtles, for which he had been much laughed at, but he was fond of turtles, and turtle soup too. [Laughter.] When the case was tried, the counsel for the prisoner made the extraordinary defense that the turtles were not animals. If they were not animals, they must have been either vegetables or minerals. An animal might be defined as a living organized being. Minerals grow; vegetables grow and live, and animals grow, live, and feel. The learned philosophers, Agrippa, especially, thought that animals reasoned, but Dr. Carter though them machines. That birds and animals have the same passions as mankind, the lecturer endeavored to illustrate by describing the traits of various animals. The learned of every age have attributed language to them, and it is certain that they have different sounds to express different emotions, and he instanced the dog, which barks in one tone and fawns in another, citing instances to show that the animals have some means of communicating to each other. Their sociability was shown by the fact that oxen and cows will not fatten alone, and there were many anecdotes proving their attachment and great affection for each other and for human beings. Mr. Bergh spoke of the number of acts for which we are indebted to the brute creation. Like ourselves, he said, they have hearts and sensibilities, and if their intelligence does not rise as high as ours, they have an instinct which is natural reason. He thought it was quite consistent with the providence of God to repay animals in another world for the suffering they often undergo in this. Mr. Bergh's lecture was enriched by many anecdotes, humorous and otherwise, and his remarks were frequently greeted with laughter and applause.

### Mr. Greeley's Will and the Children's Aid Society.

*To the Editor of the New-York Times:*

In view of the many rumors in regard to this Society and Mr. Greeley's will, permit me to say that the Children's Aid Society are not now, and have not been contesting Mr. Greeley's will. The only contestants are the executors of the will of 1871. Your obedient servant,

CHARLES L. BRACE, Secretary.

### The German Republican Central Committee.

The German Republican Central Committee met at the Teutonia Assembly Rooms last night, and organized for the ensuing year by the election of the following officers: President, William Gellman; First Vice-President, Carl Schwedler; Second Vice-President, R. Weil von Gernahash; Recording Secretary, August Beyerle; Corresponding Secretary, George Wall; Treasurer, Gustav Schaefel.

### The Arkansas Senatorship—No Election.

LITTLE ROCK, Ark., Jan. 17.—Another unsuccessful ballot for Senator was taken today, resulting as follows: Dorsey, 43; Garland, 35; Bowen, 20; McDonald, 5; Welshire, 1. It is thought the contest will be determined to-morrow, and that either Dorsey or Garland will be elected.

WHILE A SOLDIER IN THE LATE WAR, I was so materially benefited by the use of Dr. JAYNE'S EXPECTORANT, that I regard it my duty to inform the public as to my experience. Through the exposure of camp life in very severe weather, I contracted a cold, which finally settled on my lungs, and, in consequence, the surgeon discharged me as a consumptive. Soon after my arrival home I commenced taking Dr. JAYNE'S Expectorant, and in a short time thereafter I began to improve, so that in a few weeks I was enabled to go to my employment, farming. Frequently since I have used the Expectorant in my family for colds and coughs, and always obtained a satisfactory result. I therefore cannot hesitate to recommend this remedy for all colds, and for consumption in its earlier stages.—*William Barton, writing from Paragon, Mich.—World.*

A LUXURY.—Having a tooth drawn with laughing gas at COLTON'S in the Cooper Institute.—*Advertisement.*

"Burnett's Superior Flavoring Extracts give entire satisfaction to our customers." PARK & TILFORD.—*Advertisement.*

## THE NEW-YORK TIMES.

### SUNDAY EDITION.

THE SUNDAY EDITION of the NEW-YORK TIMES is steadily increasing in circulation and popularity. The several leading features of this edition make the SUNDAY TIMES a very valuable and interesting paper for the general reader.

This Edition is peculiarly fitted for family reading, for, besides the current news of the day, it contains a large amount of interesting matter on social and leading topics. Several original articles are also given in each issue, while the careful selections from current literature, both foreign and domestic, make the paper a most desirable one to the general reader.

Among the original articles prepared for the TIMES of SUNDAY MORNING, Jan. 19, will be found the following:

GERMAN RESTAURANTS, giving some interesting facts about the haunts of our German citizens, with descriptions of some odd scenes and characters.

Several other original articles will also be given.

Besides these, the regular features will be continued, as follows:

CURRENT LITERATURE, being careful selections from leading American and English periodicals.

SUMMARY OF AMUSEMENTS—A full record of the week, with gossip of events at home and abroad.

MILITARY GOSSIP, giving the latest movements in National Guard circles, and considerable information in current topics for Military men.

ART NOTES, with the latest gossip in local and foreign studios.

ALL THE NEWS OF THE DAY, by mail and telegraph.

EDITORIAL COMMENTS on the topics of the day.

THE SUNDAY EDITION of the TIMES affords unusual advantages to advertisers, as it goes to a large number of first-class readers. All advertisements intended for this edition must be handed in before 9 o'clock this evening.

## NEW-YORK TIMES FOR EUROPE.

The EUROPEAN EDITION of the NEW-YORK TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price FIVE CENTS.

It will contain a full digest of Political, General and Local News up to the latest moment; a review of the Money and Produce Markets; all the Telegraphic News contained in the DAILY TIMES of this date; and such selections from the editorials and correspondence of the TIMES as may have interest for Americans residing abroad, and for European subscribers.

The EUROPEAN EDITION of the TIMES will be found on file in the offices of all the leading bankers in Europe.

B. F. STEVENS, No. 7 Henrietta street, Covent Garden, London, is agent for THE TIMES in Great Britain. He will receive subscriptions and advertisements, and supply copies of the papers to Americans temporarily in London.

**Choice and Desirable with Fish, Meats, Soups, &c.,** is the famous Halford Leicestershire Table Sauce. Persons who make a single trial wonder that they have never before used this capital goods. For sale by every grocer.

**Batchelor's Hair Dye is the Best in the World.**—The only true, harmless, reliable dye. No ridiculous tints—no disappointment—harmless, reliable, instantaneous black or brown. At all druggists and No. 16 Bond-st.

**Wedding, Ball, and Visiting Cards,** latest Paris styles: Orders of Dancing. J. EVERDELL, No. 302 Broadway. Established 1840.

**Oatmeal Soap,** (Indexical,) for the complexion; better than any cosmetic; a perfect Winter Soap. HEGEMAN & CO., Broadway.

**Swallow-tail Coats for Balls, &c., for** sale and hire. SHEA, No. 427 Broome-st., one block east of Broadway.

**New-York Signal Works, No. 87 Nassau-st., New-York.**

## MARRIED.

ANDERSON—BOUKER.—At Jersey City, Wednesday, Jan. 15, by Rev. Wm. Anderson, MARY, only daughter of John A. Bouker, Esq., to Dr. CALVIN ANDERSON, of Madison, N. J.

CHAPMAN—CORLIES.—On Thursday, Jan. 16, at the Church of the Messiah, Brooklyn, by Rev. R. B. Dunne, D. D., EDWARD G. CHAPMAN, of Brooklyn, Conn., to LOUISA B., daughter of Joseph D. Corlies, of Brooklyn.

FERRY—HUMPHREY.—At Litchfield, Conn., Jan. 16, by Rev. C. S. Henry, D. D., E. LA HOY FERRY, of New-York, to CHARLOTTA DEMING HUMPHREY, of Litchfield, Conn.

LOWE—LENNON.—On Thursday, Jan. 16, by Rev. Richard Meredith, WILLIAM F. LOWE, of Brooklyn, to Miss ABBIE E. LENNON, daughter of Martin Lennon, Esq., of Hampden, Me.

SMITH—GEER.—On Thursday, Jan. 16, at 8 P. M., at the residence of the bride's father, Englewood, N. J., by Rev. Henry Booth Mr. JUNIUS SMITH, of Bloomfield, N. J., to Miss ELLA R., eldest daughter of D. W. Geer, Esq.

## DIED.

BAYLIES.—At Astoria, Long Island, Jan. 17, 1873, ANN BRADFORD BAYLIES, in the 86th year of her age.

Notice of funeral hereafter.

BENJAMIN.—At his late residence, No. 112 West 23d-st., on Friday evening, Jan. 17, MEIGS D. BENJAMIN, in the 78th year of his age.

Notice of funeral hereafter.

BAKER.—At Orange, N. J., on Fourth day, 15th inst., DOREL BAKER, in the 54th year of his age.

The relatives and friends are invited to attend the funeral on Seventh day, 18th inst., at 1 o'clock P. M., from Friends Meeting-house, 15th-st. and Rutherford-place.

BYXBEE—On Wednesday, Jan. 15, LYDIA ANN, wife of James Byxbee, in the 56th year of her age.

Relatives and friends are respectfully invited to attend the funeral from her late residence, No. 83 Taylor-st., Brooklyn, E. D., Saturday, the 18th inst., at 2 o'clock P. M.

CAMPBELL.—On Thursday, the 16th inst., Mrs. SARAH A., relict of George G. Campbell, in the 75th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 317 West 30th-st., on Monday, at 11 o'clock A. M., without further invitation. Her remains will be taken to Green-Wood for interment.

DUNNINGTON.—On the 16th inst., STEPHEN A. DUNNINGTON, aged 29 years.

Relatives and friends of the family, members of Abrams Lodge, No. 20, F. and A. M., of Gramercy Chapter, No. 1, R. A. M., and of Morton Commandery, No. 4, R. A. M., also members of New-York Masquerade Club, are respectfully invited to attend the funeral, from his late residence, No. 645 9th-av., on Sunday, at 1½ o'clock.

DOYLE.—In Elizabeth, N. J., Jan. 15, LILLIENNE, youngest daughter of Chas. L. and Lizzie Doe, in the 7th year of her age.

Relatives and friends are respectfully invited to attend her funeral from the residence of her parents, Jefferson-av., Elizabeth, Saturday, the 18th inst., at 3 o'clock.

EYRE.—On the 12th inst., at Riverdale, GEORGINA, the beloved wife of Henry Eyre.

The friends of her husband and family are invited to attend the funeral, at the Church of the Incarnation, Madison-av., between 35th and 36th sts., on Saturday morning, at 10 o'clock precisely.

FREEMAN.—On Wednesday, Jan. 15, JOSEPH FREEMAN, aged 58 years.

Relatives and friends of the family are respectfully invited to attend his funeral, on Sunday, the 19th, at 1 P. M., from corner of Ocean and Carteret avs., Jersey City Heights. (late Claremont.)

LEAVITT.—At the residence of his son, James T. Leavitt, No. 55 West 20th-st., New-York, on Thursday, Jan. 16, Rev. JOSHUA LEAVITT, D. D., of Brooklyn, aged 78.

Relatives and friends are invited to attend his funeral, at the Church of the Pilgrims, Brooklyn, on Saturday, Jan. 18, at 2 P. M.

OTIS.—At Newport, R. I., on Jan. 17, ALLEYNE OTIS, aged 65.

SCHEER.—On Friday, Jan. 17, MORRIS SCHEER, of disease of the heart, aged 38 years and 7 months.

Relatives and friends are invited to attend the funeral on Monday morning, at 10 o'clock, from his late residence, No. 56 West 46th-st., without further notice.

SEYMOUR.—On Friday morning, Jan. 17, 1873, ISAAC N. SEYMOUR, Esq., in the 79th year of his age.

The relatives and friends of the family, and those of his son, Rev. Dr. George F. Seymour, and of his sons-in-law, John F. Seymour, Esq., and Charles M. Mount, Esq., are respectfully invited to attend the funeral on Wednesday next, the 22d inst., at 11 o'clock A. M., at St. Thomas' Church, corner of 54th-av. and 53d-st., without further notice.

SMITH.—In this City, Friday, Jan. 17, ALLEN SMITH, in the 58th year of his age.

Funeral services to be held at the residence of his parents, No. 238 West 56th-st., on Monday, Jan. 20, at 1 o'clock A. M.

TAFT.—Suddenly, at East Sheffield, Mass., on Monday morning, Jan. 13, 1873, MARIA L., wife of Archibald S. Taft, aged 65 years.

☞ Chicago and Cleveland papers please copy.

TITUS.—At Harlem, Friday, Jan. 17, MARY B., infant daughter of Thos. F. and Kate M. Titus, aged 8 months and 13 days.

Friends of the family are invited to attend the funeral, Sunday afternoon at 2 o'clock, from her parents' residence, No. 27 West 126th-st.

WILSON.—In Brooklyn, Friday morning, 9 A. M., Jan. 17, 1873, DEBORAH A., wife of Wm. Wilson, aged 77 years.

Friends and relatives are invited to attend her funeral, at the residence of her son-in-law, Curtiss Ackerly, No. 77 Division-av., on Sunday, at 1 o'clock P. M.

## MISCELLANEOUS.

### SPECIAL NOTICE.

The public are cautioned against receiving our checks unless certified, as several printed ones have been stolen from our check-book. W. K. O'BRIEN & BROTHER, No. 83 24-av., corner of 125th-st.

## MISCELLANEOUS.

SCHENK'S PULMONIC SYRUP IS the only medicine that will cure REAL CONSUMPTION. SCHENCK'S PULMONIC SYRUP is the only medicine that will heal DISEASED LUNGS.

Sometimes medicines that will stop a cough will often occasion the death of the patient; they loosen up the liver, stop the circulation of blood, hemorrhage follows, and, in fact, clogging the action of the very organs that caused the cough.

Liver Complaint and Dyspepsia are the causes of two-thirds of the cases of Consumption. Persons who are now complaining with dull pain in the side, the bowels sometimes costive and sometimes too loose, tongue coated, pain in the shoulder blade, feeling sometimes very restless and at other times drowsy; the food that is taken lies heavily on the stomach, accompanied with acidity and belching of wind—these symptoms usually originate from a disordered condition of the stomach or a torpid liver. Persons so affected, if they take one or two heavy colds, and if the cough in these cases be suddenly stopped, the lungs, liver, and stomach clog, and remain torpid and inactive, and before the patient is aware of his situation, the lungs are a mass of sores and ulcerated, and death is the inevitable result.

Schenck's Pulmonic Syrup is an expectorant which does not contain any opium, nor anything calculated to check a cough suddenly.

It acts as food, mixes with gastric juice of the stomach, digests easily, forms good blood, and creates a healthy circulation of the blood. But sometimes the system is so debilitated that SCHENCK'S SEAWEED TONIC is necessary, and, when the bowels are costive, skin sallow, and the patient is of a bilious habit, SCHENCK'S MANDRAKE PILLS are required.

Dr. SCHENCK believes that too much cannot be said in favor of SCHENCK'S PULMONIC SYRUP, SEAWEED TONIC and MANDRAKE PILLS. Their action is peculiar, but certain in all cases of torpid bowels or diseased liver, which is too frequently the primary cause of a broken-down constitution and often passes under the name of consumption, when that disease does not exist at all, or, if it does, is readily curable by a proper attention to restoring a healthy action of the stomach, liver, and other functions, which only it is to eliminate and carry off the unhealthy deposits which clog and render sluggish the wheels of the animal organism.

People often speak of special medicines to purify the blood, when the truth is, that if the stomach will properly digest the food, and furnish healthy chyme and chyle, the latter of which becomes blood, there will be no need of the "blood purifiers." It is food that purifies the blood: bread and butter, beef steaks and mutton chops are the medicine that make blood and heals diseased lungs. Instead of taking something to stop the cough, get a tone to the stomach and healthy action to the liver, then the blood will soon become pure, the circulation natural, and all morbid matter in the lungs or elsewhere must ripen and come off. SCHENCK'S PULMONIC SYRUP is the remedy to bring about this healthy action, and by persevering in its use, it has even cured scrofulous diseases, when the patient has been nearly a mass of running ulcers. SCHENCK'S PULMONIC SYRUP, SEAWEED TONIC and MANDRAKE PILLS. Prepared by J. H. SCHENCK & SON, NORTH-EAST CORNER 6TH AND ARCH STS., Philadelphia. For sale by all Druggists and Dealers. JOHN F. HENRY.

No. 6 College-place, New-York, Wholesale Agent.

**DIAMOND POINTED GOLD PENS.**

(CIRCULAR.)

To those engaged in mercantile pursuits, any invention that will facilitate their labors is highly worthy of notice, as well as of extensive patronage. One of the most important inventions of the present age is that of a pen that possesses the necessary qualities of firmness in mark and durability in use.

Pre-eminently such is the claim of JOHN FOLEY, manufacturer of fine Gold Pens and Pencils, No. 2 Astor House. Their superior value is tested by the long time he has been engaged in our City in their manufacture.

We, the subscribers, who know the value of FOLEY'S Pens, from constant use of them for a number of years, cheerfully recommend them to those who wish for the best and most perfect gold pen ever made.

Signed by the following gentlemen and over 1,000 others:

C. E. Williams, President Metropolitan Nat'l Bank.
Geo. S. Coe, President Am. Exchange Nat'l Bank.
J. A. Beardesley, Cashier Nat'l Bank of North Am.
Wm. A. Fails, President Corn Exchange Bank.
R. H. Lowry, President Nat'l Bk. of the Republic.
F. D. Tappan, President Gallatin National Bank.
C. F. Timpson, Cashier Continental National Bank.
Isaac G. Ogden, Cashier New-York County Nat. Bk.
Wm. L. Smith, President Bank of America.
J. W. Lewis, Cashier Union National Bank.
Wm. B. Meeker, Cashier Bk. of N. Y. N. Bkg. Ass.
J. E. Southworth, President Atlantic National Bk.
Wm. H. Cox, Cashier Mechanics' National Bank.
James Buell, President Imp. and Traders' Nat'l Bk.
J. M. Crane, Cashier Shoe and Leather Nat'l Bank.
Geo. W. Willett, Cashier Bull's Head Bank.
Clarke, Dodge & Co. Wells, Fargo & Co.
Howe and Macy. United States Express Co.
White, Morris & Co. Barclay & Livingston.
Vermilye & Co. H. J. Raymond & Co., Times.
Winslow, Lanier & Co. New-York Daily Times.
Geo. W. Arthur & Co. A. Gordon, Cashier Evening Post.
Fisk & Hatch. Yeck Herald.
H. T. Morgan & Co. T. Ketchum & Co.
American Express Co. S. B. Tuttle & Co.
Adams Express Co. Johnson & Higgins.
Chas. Dennis, Vice-President Atlantic Mutual Ins. Co.
Daniel D. Smith, President Commercial Mutual Ins. Co.
Elwood Walter, President Mercantile Mutual Ins. Co.
A. F. Wilmarth, Vice-President Home Fire Ins. Co.
Morris Franklin, President New-York Life Ins. Co.

Sold by all the principal stationers and jewelers.

JOHN FOLEY, Gold Pen Manufacturer,
No. 2 Astor House, opposite the Herald Office.

**BEST ENGLISH CANNEL COAL**

FOR SALE.

210 tons Ince Hall Gas Cannel, to arrive.
84 tons Ince Hall Gas Cannel, in port.
200 tons Ince Hall House Cannel, to arrive per steamer.

GEO. W. PECK,
BROKER, No. 36 PINE-ST.

**THE BRAIN**

Is the fountain-head of all sensation, and governs and controls the muscles and organs of the Body through the Nervous System. If the vigor of the Brain is impaired by Age, Disease, Overwork, or other cause, the Sympathetic Nerves, which all centre on the Brain, become debilitated, and through the Nerves the Stomach, Heart, Lungs, Liver and Genital Organs become weakened and diseased, causing the Development of *Consumption, Dyspepsia, Indigestion, Heart Disease, Liver Complaints, Nervous Debility, General Exhaustion, Loss of Appetite and Poor, and a General Prostration of the Vital Forces and Powers.* This is a statement evinced. Unless prompt measures are taken to Stimulate and Invigorate the Brain and Nervous Centres, *Death is certain to ensue!*

PERUVIAN SYRUP is the life of the Brain and Nervous System—its indispensable Chemical Food. Supply this Life-giving and Life-sustaining element by the administration of WINCHESTER'S HYPOPHOSPHITES OF LIME AND SODA, which is a healthful stimulant, a vitalising Tonic and Invigorator, and a nourishing Chemical Food, exerting a powerful influence directly upon the Brain and Nervous System, restoring the wonderful Brain Power, invigorating all the functional processes of Life, and thereby overcoming and preventing Disease and insuring vigorous health. Sold by all Druggists. $1 and $2 per bottle.

J. WINCHESTER & CO., Chemists,
No. 36 John-st., New-York.

**CAUTION.**

LEA & PERRINS'

WORCESTERSHIRE SAUCE.

Buyers of this Sauce are cautioned to avoid the numerous counterfeits and imitations offered for sale.

JOHN DUNCAN'S SONS, New-York,
Agents for the United States.

**ART NOTICE!**

The Messrs. Leavitt beg to announce to the public that they now have in addition to their Art Rooms, No. 817 Broadway, the entire collection of paintings belonging to the late Mr. Joseph H. Higginson, of Brooklyn, comprising choice examples by the most prominent American artists, have been selected by the owner with great care, and is justly deemed to be one of the most select and elegant galleries ever offered to the public—the whole to be sold by auction (by order of the executrix) at the Clinton Hall Sale-rooms, Astor-place, THURSDAY and FRIDAY EVENINGS, Jan. 23 and 24.

Messrs. LEAVITT, Auctioneers.

**ROYAL HAVANA LOTTERY OF CUBA.**

New scheme for 1873 now out. Prizes cashed, orders filled, information furnished. Highest rates paid for Spanish Bank Bills. Government Securities, &c., &c.

TAYLOR & CO., Bankers,
No. 16 Wall-st., New-York.

**POST-OFFICE NOTICE.**

The mails for Europe, during the week ending Saturday, Jan. 18, 1873, will close at this office on WEDNESDA

## REAL ESTATE TRANSACTIONS.

At the Exchange yesterday, Friday, Jan. 17 R. H. Ladlow & Co., by order of the Court of Common Pleas, in foreclosure, under the direction of Messrs. S. T. Vanschaack and S. H. Olin, referees disposed of the premises known as No. 470 West Thirty-fourth-street, south side, 78 feet east of Tenth-avenue, embracing a lot 21.6 by 88, with a four-story high-stoop brown-stone house, 21.6 by 45, thereon, sold for $34,250, and purchased by Abraham Backer. No other sales were made, the remaining auctions of the day being adjourned, as follows: Sale by Hugh M. Craig, of four Ohio stone-front houses and lots, on the north side of East Fifty-ninth-street, 240 feet east of Madison-avenue, adjourned until Thursday of next week, Jan. 23; sale by James M. Miller, of store and lot No. 199 Church-street, adjourned to the 31st inst. In the report yesterday of the sale on Thursday of houses on Fifty-ninth-street, the second house disposed of was reported sold to Lyman N. Jones for $18,100, but owing to the non-compliance of the purchaser with the terms of sale, a resale was subsequently held, and the property was bought by E. P. Fairchild for $17,250. The three houses sold were all, therefore, purchased by Mr. Fairchild, and are understood for Jerome Wood, the plaintiff in the legal actions.

For today, as the Exchange sections, as follows, are announced: By Hugh M. Craig, foreclosure sale, by order of Hon. Charles Gould, late Sheriff, of the following lots, four Ohio stone-front houses and lots on the north side of East Fifty-ninth-street, beginning at a point 240 feet east of Madison-avenue. Lots in accordance with the terms of sale, a similar house and lot on the north side of the same street, 122.4 feet east of ..... avenue. By James M. Miller, adjourned foreclosure sale, by order of Supreme Court; G. H. Phelps, Receiver, of three brick dwellings and lots on the north side of East Seventy-second-street, and three houses and lots to rear, on the south side of West Forty-fourth-street, 80 feet west of Tenth-avenue. Lots in size each 20 feet front by 100.5 deep. By A. J. Bleecker, 36th & Co., also adjourned foreclosure sales, by order of the Supreme Court, Wm. C. Barrett, Esq., referee, of 1 gore lot, 21.10 by 103.3 by 125 by 152.2, and the north side of east Fifty-ninth-street, 125 feet west of Third-avenue, and 1 gore lot, 62.3 by 59.1, on the south side of East Fifty-first-street, 300 feet west of Third-avenue.

A full list of all the proposed auctions for next week will appear in this column, as usual, on Monday.

### THE BUILDING RECORD.

The following is the list of plans for the erection of new buildings in the City for the week ending with Friday, Jan. 17, as filed at the Department, No. 2 Fourth-avenue, by James E. Macgregor, superintendent. The list of permit buildings reported for the corresponding period is also appended.

*New Buildings.*

Two brown-stone first-class dwellings, East Sixty-eighth-street, north side, 125 feet east of Fifth-avenue, each four stories, 21.6 by 37 feet; Ira Doying, owner.

One brick and brown-stone first-class dwelling, East Sixty-eighth-street, north side, 125 feet east of Fifth-avenue, four stories, 21 by 37; Ira Doying, owner.

One brick factory-stable, Fourth-avenue, east side, 100 feet north of Twenty-fifth-street, six stories, 25 by 95; Lorenzo B. Kidd, owner.

One brick livery-stable, West Fifty-third-street, south side, 100 feet west of Sixth-avenue, four stories, 25 by 91; Clemens J. Farley, owner.

One brick packing-house, East One Hundred and Twenty-third-street, south side, 150 feet east of Third-avenue, four stories, 50 by 90; David Warwick, owner.

One brick store and tenement, No. 6 Baxter-street, three stories, 25.3 by 55; M. Levy, owner.

One brick store and tenement, No. 26 Willet-street, five stories, 25 by 45; Anke Dooper, owner.

One brick store and tenement, East Fifty-fourth-street, north side, 150 feet west of First-avenue, front and rear buildings respectively, each four stories, one front building, 25 by 65, two rear buildings, each 21 by 35; C. Miller, owner.

One brick store and tenement, No. 84 Park-street, four stories, 17 by 55; Matthew Ryan, owner.

*Unsafe Buildings.*

Nos. 467, 469, 471 Fifth-avenue, unsafe chimney; Jacob B. Tallman, owner.

Nos. 2 and 4 East Fifty-fifth-street, rear, unsafe rear foundation; H. K. Thurber, owner.

No. 243 East Fifty-fifth-street, rear, unsafe rear foundation; James T. Parr, owner.

No. 28 West-street, unsafe generally; Miner estate, owner.

No. 1015 Front-street, unsafe front wall and gutter; A. Pinkney, owner.

No. 222 Mercer-street, unsafe north gable; Henry Mesier, owner.

No. 1 Rondreth-street, unsafe chimneys; Mary Mueller, owner.

No. 1 Fifth-avenue, unsafe front wall; Charles F. Mueller, owner.

Nos. 182, 183, 184 Wooster-street, unsafe roof and ceilings; Nos. 185, 187 Wooster-street, unsafe roofs; Nos. 45, 47 Marion-street, unsafe plastering; No. 25 City Hall-place, unsafe roof and cellings; No. 3 Stone-street, unsafe ceilings; Nos. 97, 99 Greenwich-street, unsafe roofs; No. 141 Canal-street, unsafe roof; No. 5 Baxter-street, unsafe plastering; and No. 417 Cedar-street, unsafe ceiling. All the above are school-houses, and are owned by the Department of Public Instruction.

### Real Estate Sale, Friday, Jan. 17, 1873.

NEW-YORK.

By R. H. Ladlow & Co.

2 4-story and basement h. & l. b. s. 8th-av. and L. No. 49 West 34th-st., n. s., 75 ft. e. of 10th-av., 21.6 by 98.9.....$14,225

### Recorded Real Estate Transfers.

NEW-YORK.

*Thursday, Jan. 16.*

Before-st., No. 20, 22x80.....$12,000
Greenwich-st., s. w. corner of Greenwich-st., 22x47x16x34.4.....39,200
Pine-st., w. s., lot No. 52, Henry Rutgers' estate, 20x90.....11,750
23d-st., n. s., 94.4 ft. e. of 3d-av., 22.2x103.4, 50,000
103d-st., n. s., 225.6 ft. e. of Avenue A, 125x25, commerce.....25,000
103d-st., n. s., 100 ft. w. of 7th-av., 18.6x92, h. and l.....12,000
103d-st., n. s., 120 ft. e. of 3d-av., 20x92, h. and l., mortgage $4,000.....14,500
103d-st., n. s., 275 ft. e. of 10th-av., 20x92.9.....17,000
104th-st., n. s., 200 ft. e. of 10th-av., 18x100.5, mortgage $8,000.....12,500
104th-st., n. s., 267 ft. w. of 1st-av., 16x100.5.....12,500
104th-st., n. s., 200 ft. e. of 8th-av., 20x100.5.....Nom.
104th-st., n. s., indefinite, 100x100.5.....170,000
105th-st., n. s., 100 ft. e. of 7th-av., 16.8x100.5, h. and l.....8,675
105th-st., n. s., 170 ft. e. of 8th-av., 50x100.5.....65,000
105th-st., n. s., 167 ft. w. of Lexington-av., 16.8x100.5, foreclosure.....6,800
106th-st., n. s., 650 ft. w. of 3d-av., 20x102.2, h. and l., mortgage $1,000.....14,500
74th-st., n. s., 323 ft. e. of Avenue A, 25x102.2, mortgage $1,000.....6,300
103d-st., n. s., 25.3 ft. w. of 3d-av., 19.7x100.11x93, h. and l., mortgage $8,000.....11,000
103d-st., n. s., 125.3 ft. e. of 3d-av., 19.8x100.10, h. and l.....10,500
104th-st., n. s., e. of 1st-av., 21x100.11.....11,000
Lexington-av., s. w. corner of 53d-st., 100x100
Cooper, s. w. corner Hawthorne-st., 100x
Lexington-av., n. s., 425 ft. w. of Emerson-st., 40.2x100.5.....12,080
Madison-av., w. s., 79.11 ft. n. of 123d-st., 20.2x80, h. and l.....23,500
Sheriff-st., s. e. corner Anthony-st., 100x
Sheriff-st., s. w. corner Stanton-st., 100x100
Vermilyea-av., s. w. corner Seaman-av., 100x
Cooper, s. w. corner Hawthorne-st., 100x
Lexington-av., n. s., 425 ft. w. of Emerson-st., 40.2x100.5.....12,080
Madison-av., w. s., 79.11 ft. n. of 123d-st., 20.2x80, h. and l.....23,500
Sheriff-st., s. e. corner Anthony-st., 100x
Sheriff-st., s. w. corner Stanton-st., 100x100
Vermilyea-av., s. w. corner Seaman-av., 100x100.....11,000

## SHIPPING.

# WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL.
CARRYING THE
# UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

CELTIC.....SATURDAY, Jan. 18, at 2 P. M.
ATLANTIC.....SATURDAY, Jan. 25, at 2½ P. M.
ADRIATIC.....SATURDAY, Feb. 1, at 8½ A. M.
OCEANIC.....SATURDAY, Feb. 8, at 2 A. M.
BALTIC.....SATURDAY, Feb. 15, at 7:30 A. M.

From the White Star Dock, Eleventh Ferry, Jersey City.

Passenger accommodations (for all classes) unrivalled, combining

SAFETY, SPEED AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIPS position, where least motion is felt.

Surgeons and Stewardesses accompany these steamers.

Saloon, $80, gold; steerage, $30, currency.

Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $30, currency.

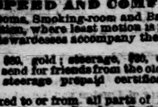
Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

## CUNARD LINE.



THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

| FROM NEW-YORK. | FROM NEW-YORK. |
|---|---|
| Calabria, Wednesday, Jan. 22. | Parthia, Wednesday, Feb. 12. |
| Algeria, Wednesday, Jan. 29. | Java, Wednesday, Feb. 19. |
| China, Wednesday, Feb. 5. | |

And every following WEDNESDAY and SATURDAY from New-York.

Steamers marked thus * do not carry steerage passengers.

RATES OF PASSAGE.

Cabin, $80, $100, and $130, gold, according to accommodation.

Tickets to Paris, $15, gold, additional.

Return tickets on favorable terms.

Steerage.....$30, currency

Steerage tickets from Liverpool and Queenstown sold at rates of Barrge at lowest rates.

Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports.

For freight and cabin passage apply at the Company's office, No. 4 Bowling-green.

For steerage passage at No. 111 Broadway, Trinity Building. CHAS. G. FRANCKLYN, Agent.

# NATIONAL LINE

OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Piers Nos. 41 and 42 North River.

TO QUEENSTOWN AND LIVERPOOL.
SPAIN, GRACE.....Wednesday, Jan. 22, at 11 A. M.
ITALY, THOMPSON.....Wednesday, Jan. 29, at 5 P. M.
TO LONDON DIRECT.
DENMARK, SUMNER.....Saturday, Jan. 18, at 8 A. M.
HELVETIA, GREGORY.....Tuesday, Jan. 28, at 3 P. M.
These steam-ships are

## THE LARGEST IN THE TRADE.

Cabin passage.....$75 and $85, currency
Steerage.....$25, currency
Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Belfast, Bristol or London.

## CHEAPER THAN BY ANY OTHER LINE.

For further information apply at the Company's office, No. 69 Broadway

P. W. J. HURST, Manager.

## ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

VILLE DE PARIS...SUMONT.....Saturday, Jan. 25
WASHINGTON.....HOUSSA.....Saturday, Feb. 8
ST. LAURENT.....LEGRAS.....Saturday, Feb. 22
FRANCE.....LE BRIS DANE.....Saturday, March 8

PRICE OF PASSAGE IN GOLD (including wine)
TO HAVRE OR BREST.
First cabin.....$120 | Second cabin.....$75
Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to, or returning from the Continent of Europe, by taking the steamers of this line, avoid both transit by English railway and the inconvenience of crossing the Channel, besides saving time, trouble and expense.

GEORGE MACKENZIE, Agent,
No. 58 Broadway.

## INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF WASHINGTON, Saturday, Jan. 18, 9 A. M.
CITY OF BRUSSELS.....Saturday, Jan. 25, 2 P. M.
CITY OF BRISTOL.....Thursday, Jan. 30, 7 A. M.
CITY OF ANTWERP.....Saturday, Feb. 1, 9 A. M.
CITY OF MONTREAL.....Saturday, Feb. 8, 2 P. M.
and proceeding every SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $75 and $80 gold, according to accommodations. Round tickets at low rates.

STEERAGE to or from Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 32 Broadway.

JOHN G. DALE, Agent.

## RED BALL LINE OF MAIL STEAMERS.

RATES OF PASSAGE REDUCED:
NEW-YORK TO DEMERARA.

Calling at St. Thomas and Barbadoes to land mails and passengers. These first-class, full-powered iron steamers are intended to sail from Pier No. 18 East River, as follows:

MARONDO, 2,200 tons.....Tuesday, Jan. 28,
Followed by LAGOS and GUNGA,
AND EVERY THREE WEEKS THEREAFTER.

These steamers are specially adapted to tropical service, have large state-rooms, bath-rooms and superior ventilation, and take only first-class passengers. A limited amount of cargo will be taken.

ROBERT L. GARTNER & CO., Owners, 76 South-st., New-York. For freight or passage apply to

E. E. MORGAN'S SONS, 70 South-st., N. Y.

# ANCHOR LINE.

EXPRESS STEAMERS SAIL FROM PIER NO. 20 NORTH RIVER, NEW-YORK.

ANGLIA.....Jan. 18 | CALIFORNIA.....Feb. 1
INDIA.....Sat., Jan. 25 | AUSTRALIA.....Sat., Feb. 8

Passengers booked and forwarded to and from any railway station in Great Britain, Ireland, Germany, Norway, Sweden, Denmark or America, as easily, safely, cheaply and cheaply as any other route or line. Tickets, drafts or certificates can be bought at lowest currency rates by applying at the Company's offices, No. 7 Bowling-green.

HENDERSON BROTHERS, Agents.

FOR LIVERPOOL,
(VIA QUEENSTOWN),
CARRYING UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steamships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY,

as follows:
IDAHO, Capt. MORGAN.....Jan. 22, at 12 M.
MINNESOTA, Capt. T. F. FREEMAN, Jan. 29, at 2½ P. M.
ERIN, Capt. A. BAN, Sept. JAS. PRICE.....Feb. 5, at 12 M.
WISCONSIN, Capt. T. W. FREEMAN.....Feb. 12, at —.
NEVADA, Capt. FORSYTH.....Feb. 19, at —.
WYOMING, Capt. PRICE.....Feb. 26, at —.

Cabin passage, $80, gold.
Steerage passage, $30, gold. (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to
WILLIAMS & GUION, No. 62 Wall st.

FOR SAVANNAH, GA.,
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIPS
BUNTSVILLE, Capt. CROWELL, SATURDAY, Jan. 18, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent,
No. 93 West-st.

SAN SALVADOR, Capt. NICKERSON, SATURDAY, Jan. 18, from Pier No. 6 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.

LEO, Capt. DEARBORN, TUESDAY, Jan. 21, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents,
No. 62 South-st.

GENERAL BARNES, Capt. MALLORY, THURSDAY, Jan. 23, from Pier No. 6 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT. Reserve accommodations for passengers.

Through bills of lading in connection with Central Railroad of Georgia, to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight Route.

C. D. OWENS, Agent C. R. R. | GEORGE YONGE, Agent A. & G. R. R.
No. 229 Broadway. | No. 229 Broadway

## DIRECT LINE TO HAVANA.

HAVANA, PROGRESO AND VERA CRUZ.
New-York and Mexican Mail Steam-ship Line.
Pier No. 3 EAST River, at 3 P. M., direct to Havana.
CITY OF MERIDA, Timmerman.....Sat., Jan. 18
CITY OF HAVANA, (Havana only,) Thursday, Jan. 23
CLEOPATRA, Phillips, (Havana only,) Thurs., Jan. 30
CITY OF MEXICO, Sherwood.....Thurs., Feb. 6.

For freight or passage apply to
F. ALEXANDRE & SONS, No. 39 Broadway.

## NOTICE TO TRAVELLERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from the multiplicity of cares and troubles peculiar to passports, examination and conveyance of luggage, in securing the best accommodations, in protecting the traveler from imposition and as leading him of enjoying, to which they are exposed in various parts of the Continent. One patient and trustworthy courier or traveling companion always to be obtained by applying at the COURIER SOCIETY, No. 8 Rue Aligre, near the Tuileries Garden, Paris.

## SHIPPING.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO
# CALIFORNIA, JAPAN AND CHINA,
VIA PANAMA,
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC PORTS OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 10th, 20th, and 30th of each month, except when those dates fall on Sunday, then the day previous.

Jan. 31, 1872—Steamer RISING STAR, Capt. S. P. GRIFFIN, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer GREAT REPUBLIC, Capt. CAVARLY, touching at Acapulco, Manzanillo, and Mazatlan, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonala, Salina Cruz, and Port Angel.

Steamer COLORADO will leave San Francisco Feb. 1, 1873, for Japan and China. For rates of passage, freight, and all further information apply at Company's office on the pier, foot of Canal-st.

F. R. BABY, Agent.

SPECIAL NOTICE.—Steamer RISING STAR will leave Aspinwall at noon, TUESDAY, Jan. 21. Through passengers for San Francisco by this departure will remain ten days at Panama.

F. R. BABY, Agent.

# THE GREAT SOUTHERN
## FREIGHT AND PASSENGER LINE

FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

Tri-weekly Line. TUESDAY, THURSDAY, AND SATURDAY. Sailing from Pier No. 29 North River, at 3 P. M. The side-wheel steam-ships

JAMES ADGER, Capt. T. J. LOCKWOOD.....Jan. 14
GEORGIA, Capt. CROWELL.....Jan. 16
MANHATTAN, Capt. E. S. WOODHULL.....Jan. 18

Superior accommodations for passengers. Through passage tickets and bills of lading issued in connection with the South Carolina railroads to all points South and South-west, and over the North-eastern Railroad to Florence. Cheraw, and all points on the Cheraw and Darlington Railroad, and with steamers to Florida ports. Insurance by this line ONE-HALF PER CENT. Goods forwarded free of commission. Bills of lading furnished and signed at the office. Local Passenger and Freight Office, No. 177 West-st., corner of Warren-st.

HENRY R. MORGAN & CO., Agents.

For through freight or rates, or further information in reference to through freight, apply to

BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway, corner Thomas-st.

## ATLAS STEAM-SHIP COMP'Y
UNITED STATES MAIL LINE.
MONTHLY SERVICE TO
JAMAICA, VENEZUELA, WEST INDIES, AND SPANISH MAIN.

The Company's first-class iron steamers will be dispatched (unless prevented by unforeseen circumstances) with the mails in January as follows, loading at Pier No. 12 North River:

The ST. THOMAS, Capt. DRAKEFORD, on the 19th, at 1 P. M., for Port-au-Prince, Curacoa, Puerto Cabello, and Laguayra.

For freight or passage apply to
PIM, FORWOOD & CO., No. 88 Wall-st.

FOR ST. THOMAS AND BRAZIL.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Capt. WEIR.....Jan. 23, 73
ERIE, Capt. THRELFAUGH.....Feb. 23
ONTARIO, Capt. SLOCUM.....March 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
No. 5 Bowling-green, New-York.

## UNITED STATES AND ROYAL MAILS

FOR HAVANA AND NASSAU, N. P.
Atlantic Mail Steam-ship Company, sailing every fortnight, on THURSDAY, at 3 o'clock P. M. precisely, from Pier No. 4 North River.

MORRO CASTLE, Capt. T. H. MORTON. Thur. Jan. 9
COLUMBIA, Capt. T. S. CURTIS. Thursday.....Jan. 23
MORRO CASTLE, Capt. T. H. MORTON, Thurs. Feb. 6

For freight or passage apply to
W. H. DIMOCK, President,
No. 5 Bowling-green.

## SITUATIONS WANTED.

### FEMALES.

ADVERTISEMENTS ARE RECEIVED AT NEW-YORK TIMES
At the "Times" Up-Town Office,
No. 541½ West 23d-st., junction Broadway and 6th-av.
And the "Times" West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

AN AMERICAN LADY OF EXPERIence would like to make arrangements with a small family to assist in household matters; equivalent. board and the reservation of the hours of 8 to 9 A. M. and 2 to 4 P. M. Address one week, STUDENT, Times Up-town Office, No. 541½ West 23d-st.

CHAMBER-MAID AND WAITRESS.—Thoroughly competent in both capacities; neat and tidy; can sew nicely, or do fine washing and ironing; City references from last place. Apply at the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

COOK.—NO WASHING; UNDERSTANDS all kinds of nice French, English, and American cooking; is a careful manager, tidy about her work, and has first-class City references. Apply at the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

COOK AND COARSE WASHING.—BY A COMpetent family cook, bread, biscuit, and pie baker; neat about her work, and is a careful manager. Apply at the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

COOK, WASHER AND IRONER.—A competent plain cook and good washer and ironer; sober, honest, and clean about her work; satisfactory references. Apply at the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

COOK—CHAMBER-MAID.—BY TWO first-class Swedish girls, who speak English; the one as cook, the other as chamber-maid; also, a girl, just arrived, to do general house-work. Apply at No. 272 Atlantic-av., Brooklyn.

DRESS-MAKER.—BY A MOST COMPEtent seamstress, engagements by the day in respectable families; is an excellent sewer; would be useful to invalid lady; is smart and intelligent. Call at No. 327 East 16th-st., top floor, front room.

DRESS-MAKER.—BY A FIRST-CLASS dress-maker to go out by the day; expert on boys' suits; terms $1 25 per day; best references. Call at No. 470 West 52d-st., third bell.

HOUSE-WORK.—BY A GOOD, WELLrecommended German, to do general house-work; is a good cook, washer, and ironer. Apply at No. 127 Norfolk-st., at Mr. Hild's.

LADY'S MAID, &c.—BY A GENTEEL young woman, a competent hair-dresser and thorough seamstress; first-class City reference from present employer. Apply at the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

LADY'S MAID.—BY AN EXPERIENCED French maid; is a most competent hair-dresser; can cut and fit; has no objection to take charge of one or two rooms. Can be seen at No. 621 6th-av., between 40th and 37th sts., first floor, French and German Office.

LADY'S MAID, &c.—BY A GENTEEL young woman, a competent hair-dresser and thorough seamstress; first-class City reference from present employer. Apply at the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

LAUNDRESS.—A STRICTLY FIRST-CLASS Laundress, of the very best of City references, may be engaged from the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs. Her present employer can be seen.

LAUNDRESS.—A FIRST-CLASS LAUNdress solicits fine washing by the dozen or week; New-York reference; terms moderate. Call at No. 594 2d-av., first floor.

LAUNDRESS.—A COMPETENT LAUNdress, German, wishes to take in family washing; is a good ironer and finer. Call at No. 342 East 49th-st.; ring three times.

NURSE.—A COMPETENT INFANT'S nurse, aged thirty, awaits an engagement; very genteel, neat, and trustworthy; take no future charge, night and day; first-class City references; ladies may be seen. Apply at Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

NURSE.—BY A VERY NEAT, RESPECTABLE young girl; Protestant; is a good plain seamstress and understands the care of children very well; has the best of references. Can be seen at No. 621 6th-av., first floor, French and German Office.

NURSE.—BY AN EXPERIENCED AMERIcan woman as child's nurse; City or country; first-class references. Call at No. 206 West 38th-st., top floor.

SEAMSTRESS AND THOROUGH DRESSmaker.—By a very superior family sewer; an expert operator on Wheeler & Wilson and other machines; will do chamber-work or take care of children; City references; ladies can be seen. Apply at the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

SEAMSTRESS, AND ASSIST WITH Children.—Situation by a young German girl; very neat and particular about her person and work; all kinds of sewing; operate, cut, and fit plain dresses; fifteen months in last place; lady can be seen. Call at No. 336 4th-st.

WAITRESS.—AS FIRST-CLASS WAITress; understands the care of silver and salad dressings perfectly; City references from last employer. Apply at the Intelligence Office, No. 437 6th-av., between 26th and 27th sts., upstairs.

### MALES.

CLERK.—BY A YOUNG MAN, CAPABLE and willing to work, in a grocery-store, (wholesale or retail); very best City references. Address Grocery-store, Box No. 180 Times Office.

COACHMAN.—BY A FRENCHMAN AS Coachman. He understands the medical treatment of horses, and has been employed during ten years in Paris, in noblemen's houses. Apply to M. M., No. 253 7th-av., between 24th and 25th sts., New-York.

GARDENER.—PER 1, BY A SCOTCHMAN, thoroughly understanding his business; references first class. Call on or address SEED-STORE, No. 676 Broadway.

GENERAL SERVANT.—BY A YOUNG man lately from Dublin; can cure cows, milk, build fires, black boots, clean sidewalks, and do general work about a place, in City or country; low wages for the Winter. Apply at No. 138 West 14th-st., corner 6th-av.

WAITER.—BY A SINGLE FRENCHMAN, as waiter in a private family; has good references, and is willing and obliging; City or country. Call at No. 621 6th-av., at the French Office, first floor.

## HELP WANTED.

WANTED—A PORTER; A STRONG, ACtive, young, unmarried man, willing to make himself generally useful and attend on an invalid gentleman. Apply from 10 to 11 at No. 191 Hoffman House Hotel.

## RAILROADS.

NEW-YORK, NEW-HAVEN, AND HARTFORD RAILROAD
NEW-YORK AND NEW-HAVEN DIVISION.
WINTER ARRANGEMENT,
COMMENCING NOV. 21, 1872.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-st.

TRAINS LEAVE NEW-YORK.

For New-Haven, 7:05, 8:05 (Ex.), 11:35 A. M.; 12:22 (Ex.), 3:05 (Ex.), 3:55, 4:35, 5:30, 8:05 (Ex.), and 9:10 (Ex.) P. M.

For Bridgeport, 7:05, 8:05 (Ex.), 9:05, 11:35 A. M.; 12:22 (Ex.), 3:05 (Ex.), 3:55, 4:35, 5:30, 8:05 (Ex.), and 9:10 (Ex.) P. M.

For Milford and Stratford, 7:05, 11:35 A. M.; 3:55, 4:35, and 5:30 P. M.

For Fairfield, Southport, and Westport, 7:05, 9:05, 11:35 A. M.; 3:55, 4:35, and 5:30 P. M.

For South Norwalk, 7:05, 9:05 (Ex.), 9:05, 11:35 A. M.; 12:22 (Ex.), 3:05 (Ex.), 3:55, 4:35 (Ex.), 4:35, 5:30, 6:05, 8:05 (Ex.), and 9:10 (Ex.) P. M.

For Darien, 7:05, 9:05, 11:35 A. M.; 3:55, 4:35, 5:30, and 6:30 P. M.

For Stamford, 7:05, 8:05 (Ex.), 9:05, 10:05, 11:35 A. M.; 12:22 (Ex.), 3:05, 3:05 (Ex.), 3:55, 4:35 (Ex.), 4:35, 5:30, 6:05, 6:35, 7:35, 8:05 (Ex.), stopping at New-Rochelle and Port Chester, and 9:10 (Ex.) P. M., stopping at Mount Vernon, Mamaroneck, and Rye.

For Greenwich and intermediate stations, 7:05, 9:05, 10:05, 11:35 A. M.; 2:22, 3:55, 4:55, 5:30, 6:05, 6:35, 7:35 P. M.

Sunday mail train leaves Grand Central Depot, 42d-st., New-York, at 7:05 P. M., for Boston, via Springfield line, stopping at New-Rochelle, Port Chester, Stamford, South Norwalk, and Bridgeport, and at 9:10 P. M., for Boston via Shore Line, stopping at Mount Vernon, Mamaroneck, and Rye.

CONNECTING TRAINS.

For Boston, via Shore Line, 12:22, 9:10 P. M.

For Hartford and Springfield, 8:05 A. M.; 12:22, 3:05, and 3:05 P. M.

For Newport, R. I., 8:05 A. M.

For Connecticut River Railroad, 8:05 A. M., 12:22 P. M. to Greenfield; 3:05 P. M. to Montreal and White Mountains.

For Hartford, Providence, and Fishkill Railroad, 8:05 A. M.; 12:22 P. M.

For Shore Line Railway, at 8:05 A. M. to Norwich and Providence, 12:22, 3:05 to New-London and Norwich, and 9:10 P. M. Boston 15c.

For Connecticut Valley Railroad, 8:05 A. M. and 3:05 P. M.

For New-Haven and Northampton Railroad, 8:05 A. M., 3:05 P. M. to Northampton and Williamsburg.

For New-Haven, Middletown, and Willimantic Railroad, (Air-line,) 8:05 A. M. and 3:05 P. M.

For Housatonic Railroad, 8:05 A. M. and 3:05 P. M.

For Naugatuck Railroad, 8:05 A. M., 3:05 P. M., and 4:35 P. M. to Waterbury.

For Danbury and Norwalk Railroad, 7:05, 8:05, and 9:05 A. M.; 12:22 and 4:35 P. M.

For Shepaug Valley Railroad, via Danbury and Norwalk R. R., 8:05 A. M. and 4:35 P. M.

For New-Canaan Railroad, 8:05 A. M.; 12:22, 4:35, and 5:30 P. M.

Commodious sleeping-cars attached to 8:05 and 9:10 P. M. trains, and also to Sunday Mail trains on either line. Drawing-room cars attached to the 8:05 A. M., 12:22, and 3:05 P. M. trains.

Passengers can procure tickets to any point reached over this road at the Grand Central Depot, corner 42d-st and 4th-av.; also at the offices of the New-York Transfer Co., (Dodds' Express,) No. 944 Broadway, and No. 1 Court-st., Brooklyn; and by leaving suitable notice can have their baggage called for and checked from residence to destination.

JOHN T. MOODY, Sup't N. Y. & N. H. Div.

## PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West, and South, with Pullman palace-cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South at 9 A. M., 1, 9 P. M.; Sunday, 9 P. M.

Express for Philadelphia, 8, 9, 9:30 A. M., 12:30, 1, 4, 5, 6, 8:30, 9 P. M., and 12 night; Sunday, 6, 8:30, and 9 P. M.

For Philadelphia, via Camden, at 7 A. M. and 2 P. M. Emigrant and second class, 7:45 P. M.

For Newark, at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11, 11:40 A. M., 12, 1, 2, 2:30, 3, 3:30, 3:40, 4:10, 4:30, 5:10, 5:20, 5:30, 5:50, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30, 12 P. M.; Sunday, 5:20, 6, 8:10 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11, 11:40 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 3:40, 4:10, 4:30, 5:20, 5:30, 5:50, 6, 6:10, 6:30, 7:30, 8:10, 10, 11:30, 12 P. M.; Sunday, 5:20, 6, and 8:10 P. M.

For Rahway, 6, 6:30, 7, 8:10, and 10 A. M., 12 noon, 1, 2, 2:30, 3, 3:30, 3:40, 4:10, 4:30, 5:20, 5:30, 5:50, 6, 6:30, 7:30, 8:10, 10 P. M.; Sunday, 5:20, 6 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:40, 4:30, and 5:50 P. M.

For New-Brunswick, 7, 8, 9, 9:30, 10 A. M., 12 M., 12:30, 1, 3, 4, 4:10, 5, 8:30, 9 P. M., and 12 night; Sunday, 5, 6, 8:30, 9 P. M.

For East Millstone, 7 A. M., 12 noon, 4:10, and 5:20 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Phillipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 3, 4, and 5 P. M.

For Freehold, 7, 8 A. M., 2 and 4 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M., 3:40 P. M.

Trains arrive as follows: From Pittsburg, 5:50 A. M., 1:03 P. M., daily, 10:14 A. M., and 6:34 P. M., daily, except Monday. From Washington and Baltimore, 6:40 A. M., 4:54, 10:12 P. M.; Sunday, 6:40 A. M., 10:12 P. M. From Philadelphia, 2:40, 5:14, 7:40, 11:04, 11:54 A. M., 2:14, 3:54, 6:04, 8:43 P. M.; Sunday, 5:21, 6:10, 11:04 A. M.

Ticket-offices, Nos. 526, 435, 271, and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket-office, No. 8 Battery-place.

D. M. BOYD, JR., General Passenger Agent.
A. J. CASSATT, General Manager.

NEW-YORK MIDLAND RAILWAY.
WINTER ARRANGEMENT, taking effect Dec. 2, 1872.

Trains leave foot Cortlandt and Desbrosses sts. as follows:

For New-Durham and Maywood—7, 9:10, 10:50 A. M.; 1, 4:30, 5:30, 8:20, and 11:30 P. M.

For Hackensack, Paterson, Hawthorne, Midland Park, and Wortendyke—7, 9:10, 10:50 A. M.; 1, 3:30, 4:30, 5:30, 8:20, 11:30 P. M.

For Ridgefield Park, Bogota, Rochelle, Dundee Lake, Market Street, and Riverside—7, 10:50 A. M.; 1, 4:30, 5:30, 8:20, 11:30 P. M.

For Passaic, Monroe, Pompton, and Montclair Junction—7, 9:10, 10:50 A. M.; 3:30, 4:30, 5:30 P. M.

For Campgaw, Oakland, Bloomingdale, and West Bloomingdale—7, 9:10, 10:50 A. M.; 4:30, 5:30 P. M.

For Suffern, Hillburn, Stockbridge, Sloatsburg, Suffern, Ogdensburg, and Quarryville—7, 9:10 A. M.; 4:30 P. M.

For New-Foundland, Franklin, Hamburg, Decker-town, Unionville, West Town, Johnson's, State Hill, Middletown, and Bloomingburg—7, 9:10 A. M.; 3:30, 4:30 P. M.

For Pine Bush, Hunisboro, Fallsburg, Monticello, Liberty Falls, and Ellenville—9:10 A. M.; 3:30 P. M.

Returning, leave Liberty Falls at 6:55 A. M., 1:25 P. M.; Ellenville, 7:42 A. M., 2:15 P. M.; Middletown, 6, 8:55 A. M., 3:57, 5:45 P. M.; West Bloomingdale, 7 A. M., 2, 4:05, 6:58 P. M.; Campgaw, 7:25, 7:37, 9, 11:23 A. M., 2:37, 4:05, 6:58, 10:50 P. M.; Paterson, 5:43, 6:47, 7:55, 9:19, 11:38 A. M., 2:57, 4:24, 7:15, 11:12 P. M.

Arriving in New-York at 8:45, 9:10, 10:30 A. M.; 12:50, 4:10, 5:40, 8:35 P. M., and 12:50 A. M.

MONTCLAIR DIVISION.

Trains leave New-York, foot Cortlandt and Desbrosses sts., for Montclair, Pompton, and intermediate stations, 9:10 A. M., 4:30 P. M. For Monclair and intermediate stations, 3:30 P. M. Arrive, 8 and 9:10 A. M., 4:10 P. M.

‡ Does not run beyond Middletown.
* Does not run beyond Hawthorne.
† Does not run beyond Bloomingburg.

C. W. DOUGLASS, Superintendent.
WM. H. WEED, General Ticket Agent.

NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.
Commencing on Monday, Nov. 4, 1872. Through Trains will leave Grand Central Depot.

8.00 A. M., Chicago and Montreal Express, with drawing-room cars through to Rochester and St. Albans.
10.30 A. M. Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.
10.45 A. M., Northern and Western Express.
2.40 P. M., Special Express for Albany and Troy.
4.00 P. M., Montreal Express, with sleeping-cars from New-York to St. Albans.
6.00 P. M., Express, daily, with sleeping-cars for Watertown and Canandaigua.
8.00 P. M., Pacific Express, with sleeping-cars for Rochester, Buffalo and Niagara Falls; also, for Chicago via both L. S. and M. C. Railroads. This train runs on Sundays.
11.00 P. M., Express, with sleeping-cars for Troy and Albany.

C. H. KENDRICK, General Passenger Agent.

LONG ISLAND RAILROAD COMPANY.
On and after MONDAY, Jan. 13, trains will leave James slip as follows: (Leave 34th-st., East River, fifteen minutes later.)

8:30 A. M.—Greenport Mail.
10:30 A. M.—Port Jefferson, Northport, and Locust Valley trains.
12:30 P. M.—Jamaica Accommodation.
3 P. M.—Riverhead and Sag Harbor Express trains. (Through to Greenport on Saturdays.)
4 P. M.—Port Jefferson, Northport, and Locust Valley Express trains.
5 P. M.—Hempstead Express.
6 P. M.—Northport and Rockaway trains.
All trains connect at Jamaica with East New-York, and at Mineola with Hempstead.

## EXCURSIONS.

LONG ISLAND RAILROAD.
Sunday excursion trains, for Northport, Locust Valley, and Rockaway, leave Hunter's Point at 9:30 A. M. and 6 P. M.

## STEAMBOATS.

NEW WINTER LINE BY STEAMBOATS AND RAILROAD.
To HARTFORD, MIDDLETOWN, and all the towns along the CONNECTICUT VALLEY, connecting at Saybrook, with the new Valley Railroad. The steamers consist of the STATE OF NEW-YORK, CITY OF HARTFORD, and GRANITE STATE; one of which leaves Pier No. 24 East River, (Peck slip,) daily (Sundays excepted,) at 3 o'clock P. M.

The cars of the Valley road run alongside of the boats at Saybrook.

Passengers are not subjected to the annoyance and danger of getting on and from 42d-st., nor to excessive hack-hire, or a LONG WALK, to reach the cars at Saybrook.

The boats and cars on this route are first-class. PASSENGERS and FREIGHT taken as low AS BY ANY OTHER LINE WHATEVER.

WM. H. GOODSPEED, Vice-President.
SAXTON & SHAURY, Freight Agents, 113 South-st.

FALL RIVER LINE FOR BOSTON, via NEWPORT.—The steamers EMPIRE STATE and OLD COLONY, from Pier No. 28 North River, foot of Murray-street, daily (Sundays excepted) at 4 P. M. Tickets sold to principal points in New-England, the White Mountains, and Provinces.

A. P. BACON, Superintendent.

FOR NEW-HAVEN, HARTFORD, &c.—Steamers leave Peck-slip for New-Haven at 3:15. Trains north and east at 11 P. M.

FOR BRIDGEPORT AND ALL POINTS on Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon, and 12 night.

## MARBLE MANTELS.

A. KLAESER.—STEAM MARBLE AND MARble sawing works, Nos. 134 and 136 East 18th-st. Marble and marbleized mantels, tiling, marble counters, monuments, at prices that defy competition. Marble turning for the trade.

STEWART'S SLATE MANTELS, RICH and elegant designs; slate work of every description; marble and wood mantels. T. B. STEWART & CO., No. 220 and 222 West 23d-st., near 7th-av.

## AUCTION SALES.

VALUABLE
RAILROAD PROPERTY
FOR SALE.

THE WESTERN NORTH CAROLINA RAILROAD.

Pursuant to a decree of the Circuit Court of the United States for the Western District of North Carolina, at the November term, 1872, thereof, at Asheville, in a proceeding there pending in equity, to foreclose a mortgage mentioned in the pleadings between Henry Clews and Hiram Sibley, plaintiffs, against the Western North Carolina Railroad Company and other defendants, the undersigned Commissioners appointed by the Court, at the said above-mentioned November term thereof, will sell, at the railroad depot of the Western North Carolina Railroad Company, at SALISBURY, ON SATURDAY, THE 22D DAY OF FEBRUARY NEXT, AT PUBLIC AUCTION, FOR CASH, ALL THE FRANCHISE, ROAD, ROAD-BED, ROLLING STOCK, AND PROPERTY OF EVERY KIND AND DESCRIPTION BELONGING TO THE WESTERN NORTH CAROLINA RAILROAD COMPANY.

Creditors may bid for the property, and such bidders, after paying a sufficient amount of the purchase money in cash to pay the costs and expenses incurred in the proceeding in equity above mentioned, and for the execution of the trust, &c., may be credited with their debts in payment of the amount for which the property shall sell is sufficient to pay the debts, otherwise pro rata.

When the Western connections of this road are completed it will be one of the most important and profitable railroad properties in the South.

The length of the road from Salisbury to Asheville, N. C., is 142 miles—of which 115 is completed, and running from New-York, McDowell county, at the eastern base of the Blue Ridge. The remainder of the road, twenty-seven miles, is mostly graded.

The cash cost and valuation of the property is

About.....$4,000,000
The floating debt.....350,000
Upon the road is a first mortgage of.....1,400,000

For any further information address the Commissioners,

B. S. GAIT

# SAN DOMINGO.

## History of the Negotiations for Its Purchase—Effect on the Street—Commissioner Harrison's Statement.

The arrival of the Commissioners of the Samana Bay Company on board the Tybee, Thursday evening, news of which was exclusively published in the TIMES of yesterday, heightened the interest of the public in the enterprise, and caused the offices of Mr. Rowland Hazard to be crowded with parties anxious to obtain additional information. There were persons who wished to go to San Domingo and settle. Some were young, stalwart men, with little ready money, but full of energy and pluck. There were old maids looking out for the main chance. Their inquiries related chiefly to the inhabitants, and whether the male predominated in numbers over the female portion of the population. There were mechanics anxious to obtain employment in the country soon to be built up and developed. There were store-keepers and gentlemen of leisure. There were invalids anxiously asking in regard to the climate of the island. Then there were business men of Wall-street, who wished to obtain stock in the enterprise, and offered fabulous sums for small interests. These went away disappointed, for there was none for sale. The capitalists who control it are too well assured of the value of their purchase to part with stock under any circumstances. Late in the afternoon the marine reporter of the *Herald* called to know if the Tybee had arrived. The appearance of one of the Commissioners served to settle any doubts which might have existed in his mind. In this way the day passed with frequent calls for information at the office of Mr. Hazard, and with intense excitement prevailing in Wall-street regarding further developments. The general opinion was that the scheme is likely to result in large dividends to the stockholders, and that the United States will derive important benefit from the indirect annexation of the island.

### The History of the Negotiations—Col. Harrison's Statement.

Col. Harrison, one of the three Commissioners appointed by the Samana Bay Company to negotiate the purchase of Samana Bay and Peninsula, and who returned from San Domingo on Thursday last in the steam-ship Tybee, gives the following history of the expedition and its probable results. The steam-ship Tybee, owned by Spofford Brothers, left New-York on the morning of Dec. 5, 1872, having on board the three Commissioners, a few assistants, a large cargo and freight, and arrived off the Port of Puerto de Domingo, the capital of the Dominican Republic, on the evening of Dec. 14. The Commissioners landed in the city the night of their arrival, were very quietly received by the inhabitants, and the next morning prepared themselves to open negotiations. A tedious delay now seemed imminent, as President Baez was about in the interior of the island, and was not expected to return for a week. In the meantime negotiations were opened by the Commissioners with Señor Gautier, the Secretary of State, and Señor Delmonte, the Attorney-General of the Dominican Republic. This latter gentleman had been expecting the arrival of the Commissioners, and had been appointed by the President to receive them, and open preliminaries at once. Col. Harrison speaks of these officials as gentlemen of singular sagacity and refinement. Both are natives of the island, but of pure Castilian blood; have traveled throughout Europe, where they received their education, and are held in the highest esteem by the inhabitants of the Republic, whose destinies they have helped to control for ten years. In addition to this these gentlemen are the two oldest and most steadfast friends of President Baez, having accompanied that gentleman through all the exciting adventures of his career; fought by his side during the periodical revolutions which disturbed the island until five years ago; and when evil fortune visited Baez, Señors Gautier and Delmonte accompanied him into exile, to return with him in 1867, when the last revolution which the Dominican Republic has seen, firmly placed Gen. Baez in the Presidential chair, with his two stanch friends as his principal Cabinet officers. With these gentlemen the Commissioners began their negotiations, the road having been already smoothed for them by the voluminous correspondence which had already taken place between President Baez and his Cabinet with Mr. P. N. Spofford, the Vice-President of the Company. This correspondence had already given the Commissioners assurance of the Dominican Government's willingness to make certain concessions and give numerous privileges to the Company of great benefit to them. Upon arriving in San Domingo, however, the Commissioners changed their views, both in consequence of their last instructions from the Company and from their own observation, so that the treaty they now commenced to negotiate was in fact entirely new, both in its provisions and designs. President Baez returned to San Domingo on the day expected, and the discussion of the new project was entered upon seriously. For two weeks daily sessions were held in the Executive Palace, which Col. Harrison describes as a handsome and commodious edifice, furnished certainly with a greater regard to the climate of the country than to elegance or even personal comfort. Here, however, during these two weeks, daily sessions were held, lasting each day from 8 A. M. until 5 P. M., with an hour in the middle of the day set apart for rest and refreshment. Pending these negotiations, the Commissioners had no social intercourse with the Dominican Government or any member of it, beyond the barest civilities. They lived on board the Tybee, which was anchored in the harbor, and made "no admittance except on business" a most strict and inviolable rule. When at last the treaty was drawn up to the satisfaction of both parties, and had been ratified by the Senate, the seal of restraint was removed and a round of festivities was indulged in. On the night of the 29th of December, President Baez gave a grand ball at the Executive Mansion to the Commissioners. The affair, of course, created great excitement in San Domingo, and the *élite* of the rather dusky society of the city was present to manifest its interest in the enterprising Americans and its approval of the statesmanship of their President. The Commissioners responded by giving an equally extensive entertainment on board the Tybee, and from the conclusion of the negotiations until the departure of the Tybee, the freest and most cordial intercourse took place between the visitors and the inhabitants. Of President Baez, the Commissioners have formed a most exalted opinion.

Gen. Baez is now in his fifty-sixth year, and was born on the island, of Spanish and quadroon parents. In personal appearance he somewhat resembles President Thiers, save that he wears a long flowing beard and that his hair has the unfailing African curl, which is, indeed, the only personal trait that tells of his African blood. With small, but very piercing eyes, and an elegant and upright carriage, he presents, at least, to the eyes of the Commissioners the very beau ideal of a statesman and a soldier. As a boy Gen. Baez was sent to Paris, where he received his education, and, after a visit to his native land, returned to France, and took service in the French army. Here he remained a number of years, and again returned to San Domingo, took part in the revolution occurring at the time, and again returned to Europe, and this time joined the Spanish army, in which he remained until he had attained the rank of Field Marshal. By this means he became well versed in the arts of war and politics, and his administration of the affairs of the Dominican Republic for the last five years is universally conceded to be the most successful and prosperous that San Domingo has experienced. In short, from Col. Harrison's description of him, it is not difficult to conceive Gen. Baez as a man combining the sagacity and shrewdness of M. Thiers with the prowess of the late Marshal Prim, and the refinement and address of the most polished courtier in Europe. Col. Harrison, in this portion of his history of the proceedings, is desirous to state that the discussion of the various points in the negotiations offered no possible suggestion of selfishness or personal motive on the part of President Baez, and that his conduct, while characterized throughout with the most watchful and jealous scrutiny, was evidently the consequence of his desire for the welfare of the Republic and the interests in his charge.

The most important of the changes which the last negotiations have made in the treaty consists of the Government under which the company and the emigrants will live. Under the old treaty the Company was practically under the control of the Dominican Republic; no taxes or duties could be levied without the consent of the Republic, and no laws framed by the Company could be enforced without the approval of the Dominican Government. While the Company will have power to raise such military forces as they deem necessary, still the terms of their treaty exempt all immigrants from military service for the Dominican Republic, whether they continue in the Peninsula of Samana or settle in any other portions of the Republic that the Company may purchase or lease hereafter. The treaty also gives much larger franchises for railroads, larger land grants and many other commercial advantages which were not originally in the treaty. The possession or fee simple of the Peninsula the Company have secured for perpetuity, but the rights of taxation and imposing of dues, &c., has been granted to them in the shape of a lease for ninety-nine years. The area of the entire Republic is 28,000 square miles, with an average population of about ten persons to the square mile, while the Peninsula of Samana, the district most fertile and advantageous for commercial purposes, contains only a population of three thousand persons. This sparsity of population the Commissioners esteem one of the highest advantages which the island offers, affording, as it does, ample room for the introduction into the country of a better and more robust race than is now scattered over its surface. Further the Commissioners affirm that no malaria of any kind exists in the Republic, that there are no malignant or contagious diseases known to the island, and that Americans and Europeans residing on the island enjoy better and more robust health than they can in any tropical country in the world. While thus extolling the climatic advantages of the Dominican Republic, the Commissioners are careful not to include Hayti, or to allow to it the same healthful attributes possessed by the Republic—Hayti being shut in by three ranges of mountains, two traversing the island from east to west, and the third running from north to south, completely shutting off Hayti from the rest of the island.

Of the action and manner of the negotiations on the part of the Dominican Republic, Col. Harrison gives the following account: When the treaty had been completed, and had received the sanction of the President and Cabinet and the Commissioners, it was submitted by the President to the Senate or Congress of the Republic. This Senate consists of nine members, white men, representing the nine Provinces of the Republic, from which they are elected. The Senate spent five days in the discussion of the various points of the treaty, holding their sessions in the Executive Palace, the President and Cabinet being present at these discussions, and the Commissioners also having the privilege of attending. After much debate and many amendments of minor importance, the treaty was unanimously approved. The Senate, however, thinking that in a matter of such deep personal interest to the inhabitants of the Peninsula of Samana, and of the entire Republic, stipulated that the treaty should not be considered finally ratified until it received the sanction of the voting population of the Republic. The Commissioners accepted the stipulation, and a vote was taken on the question. When the Commissioners left San Domingo the voting was still in progress, as, according to custom there, each of the nine provinces votes on a different day, and the process is necessarily somewhat tedious. No opposition on the part of the people is expected. Of this the Commissioners were assured by the Government ere they left, and before the sailing of the steamer favorable returns had been received from two of the provinces. The Commissioners, apprehend no danger of the popular vote being unfavorable to the treaty, as, according to their views, the population consists of but two classes—the ignorant and totally uneducated class, who will vote as they are advised, and the commercial and trading class, who are fully alive to the manifest advantages of the treaty with the Samana Bay Company. Should, however, the popular vote be against them, the Commissioners frankly acknowledge that their negotiations would fall to the ground, and the Samana Bay Company probably cease to exist. The date of the ratification by the Senate of the treaty was the 3d of January, and as the time for commencing commences immediately after the ratification, the next steamer from San Domingo is expected to bring the news of the popular approval of the scheme. The approval of the Senate, however, was not obtained without much difficulty, and indeed at one time negotiations were so completely broken off that the Commissioners left the city in disgust, got on board the Tybee, and were just setting up steam when they were recalled by the President and negotiations resumed. One of the most important and advantageous concessions received by the Company consists in their right to absorb private property for public purposes, subject to the law on the subject they (the Company) may make themselves; and according to the law of the Republic the government can possess themselves of any land belonging to private individuals, by paying for the same twice its value, for agricultural purposes. This rule will doubtless guide the Company in their government, and if on the face of it, it seems to bear rather heavily upon the private individuals, it certainly seems to be a very safe arrangement for the Commissioners, in regard to the concession of President Grant and the United States Government with this enterprise, the Commissioners have considerable to say, and are anxious to remove certain erroneous impressions which some of the daily journals have circulated. They desire to say that neither Gen. Grant nor his Cabinet have had any personal or political interest in or connection with the scheme of the Samana Bay Company; that no member of the United States Government has the slightest pecuniary interest in the matter, and whatever interest they may have will arise entirely from the probable effect the purchase will have on the commerce of the country; that President Grant, himself, is doubtless pleased with the success of the enterprise, because it is a practical indorsement of his personal views on the question of the annexation of San Domingo to the United States.

In regard to the interesting question of how far the United States would be involved in the support of the rights of the Samana Bay Company, the Commissioners state that they expect for the Company and the American citizens who may be induced to emigrate, and may, of protection than any American citizen living in a foreign state can claim. The Company do not expect interference on the part of the United States Government in any form or shape, and one of the most important articles of the treaty binds both parties that in case of difference, such difference shall be settled by arbitration, each side selecting two umpires, and they failing to agree, the difficulty shall be left to the decision of some European power. The intentions and prospects of the Company for the future are naturally of the roseiest description, and may be summed up briefly in that they expect and intend to absorb the entire Republic in time, to absorb the trade of the West Indies, and as a port to completely obliterate St. Thomas and Curacoa. They have already determined to make Samana a free port, and, in addition to a line of steam-ships the Company itself will organize, they expect to offer sufficient inducements to every steam-ship line trading with the West Indies to call at their port and receive and deliver cargo. A very large number of steamers, both European and American, pass by the island of San Domingo without once in a year stopping there, and these the Company hope to induce to visit them, and in a very few years they expect to see steamers and vessels of all nations and sizes crowding the Bay of Samana and riding at anchor within the magnificent harbor.

### The News in Washington—Position of the Government.

*Special Dispatch to the New-York Times.*

WASHINGTON, Jan. 17.—The achievements of the Samana Bay Company are a matter of warm congratulation here, both in and out of official circles, but the news was, nevertheless, a complete surprise to every one, so far as can be learned. The President first heard of the result in reading the New-York papers last night at a late hour, after his return from a visit which had occupied the evening. The only intimation that he had ever received of the project was a very slight one, some weeks ago, when Gen. Babcock exhibited a telegram from Dr. S. G. Howe, saying that, in view of the fact that the Government had abandoned its negotiations, a company of Boston and New-York merchants proposed to resume them on their private account, and wishing to know whether such action would annoy or embarrass the President. To this a negative reply was sent by Gen. Babcock, and this was all that was known about it by the President, either privately or officially, so that the country need have no fears that it is a diplomatic flank movement in the interest of annexation.

### The Working Men's Union.

The Working Men's Union met last evening, Mr. Isaac Wood presiding. The Treasurer reported that the receipts for the past six months were $227,50, and the expenditures $184. The committee appointed to apply to Mr. Hewitt, of the Cooper Institute, for the free use of a room in which to hold the meetings of the Union, reported that that gentleman, on behalf of the trustees, have refused their application.

# SPECIE PAYMENTS.

## Senator Sherman's Bill—Views of Prominent Merchants Thereon—Opinions of Messrs. Clews, Duncan, and Claflin.

Senator Sherman's speech on the bill providing for a return to specie payments, was much talked of yesterday among the moneyed men. The opinions of the Senator were received with much favor generally. His propositions are to redeem the United States notes after the first day of the next year, either in coin or five per cent. bonds; to remove the limit from national bank circulation after July, 1873, and to repeal the requirement as to reserves from banks redeeming their notes in coin or legal tender after January, 1874.

A reporter of the TIMES yesterday had an interview with Mr. Henry Clews upon the subject, and his views upon the various propositions were given as follows:

VIEWS OF HENRY CLEWS.

The first question that suggests itself is: Will the United States notes be likely to be presented in quantities larger than can be redeemed in coin?

I do not see how they could be. The notes are distributed all over the country, and could not be spared to be forwarded to New-York for redemption, nor would there be any motive for the note-holders attempting to convert them into gold so long as the one had the same value and purchasing power as the other. The only conceivable danger of a rush of notes upon the Treasury would arise from speculative combinations, formed to defeat the effort at resumption, and make a profit out of renewed suspension, and a consequent return to a premium on gold. Such a combination would be so odious that it could get no respectable support, and would be fought by the banks, whose interest would lie in supporting the Government. But suppose a clique could procure say fifty, or even one hundred, millions of United States notes to be presented for redemption? In the first place the rate at which the Treasury could pay the notes would fall below the amount of its current gold receipts from Customs duties, and no impression would be produced upon the stock of gold in the Treasury; besides, the Government, under this bill, would have the option of meeting these factious demands by offers of five per cent. gold bonds, worth their face in gold, instead of coin, which would defeat the speculators.

The next question is: Will the national banks approve of and concur in this project?

I do not see how they can with a proper regard for sound principles of finance, they could do otherwise. They would be benefited by having their circulation made worth its face in gold, and they would have the advantages of being placed on the specie basis without the dangers of a drain of their reserves, to which they are liable under the specie basis of times before the war; for in addition to having about the same amount of specie that we had before the war, we should have $360,000,000 of the representatives of specie, being legal tender, and serving as the basis of banking just the same as specie. The banks, therefore, would enjoy all the advantages of a sound currency without any of the dangers which formerly attended sympathy with the European money markets and the liability of their reserve being drawn away to London.

The mercantile community very generally desire a stable currency; for much the present fluctuations in the premium they cannot estimate the value of merchandise in the future, and are at the mercy of speculation. Of course there is a kind of business in Wall-street which would not be benefited, but ruined by specie payments, but for this reason Wall-street is not likely to be an enthusiastic for such a measure.

The bill would undoubtedly produce a steadier condition of the money market. It would appreciate the value of the whole paper circulation, which would of itself afford temporary relief, and by doing away with the reserve now required against note circulation sufficiently secured without any reserve, it would leave the banks free to expand their loans should the requirements of business demand it. Our present liability to panics arises entirely from the reserve laws imposing restrictions on the loaning power of the banks, which compel them to contract loans and discounts just when the business community most urgently need such accommodation; and as Mr. Sherman's bill relaxes the severity of the reserve laws, it would of course remove the dangers of panic to which, in this way, those laws tend.

VIEWS OF W. B. DUNCAN.

A TIMES representative called at the banking-house of Messrs. Duncan, Sherman & Co., to ascertain their views on the bill. Mr. Duncan said he had read the bill, and was inclined to agree with Senator Sherman's views on the banking system proposed. He believed that there would be a necessity for establishing points of redemption, such as at New-York, New-Orleans, San Francisco, St. Louis, and other prominent commercial points. He was of the impression that the national banks would not look with favor on the system proposed, as it would have a disturbing tendency, which would be likely to cause them some annoyance. It was time, he said, that steps should be taken to resume specie payments, as, the longer we continue as we have been the more difficult will it be to resume specie payments. An immediate resumption, however, is not desirable or desired by business people generally. The impression seems to be that it would tend to top sudden a reduction of prices, as they are at an inflated condition at present. He agreed with Mr. Sherman, that depreciated money was most injurious to the laboring man. If they earn more of it by their work they are also obliged to spend more for the expenses of living. With the present amount of gold in the country he was of the opinion that it would be utterly futile to attempt a resumption of specie payments. Besides, it may prove a dangerous experiment to give Europeans an opportunity to draw off the gold of this country. This, however, would be prevented if confidence in their minds existed in our resources. On the whole, he was inclined to consider with favor the banking system proposed, as a step toward the resumption of specie payments.

VIEWS OF MR. H. B. CLAFLIN.

A visit was next made to the dry-goods emporium of Messrs. H. B. Claflin & Co., for the purpose of ascertaining Mr. Claflin's views on the same subject. Mr. Claflin was not prepared to give a matured opinion on the bill, as he had been too busily engaged during the day to give much consideration to the questions involved. He would say, however, that in his opinion the Government would not be prepared to meet the demand that would be made on it for coin, and would be likely to lose considerably by the effort. The people of the South and West were not at all prepared for such a measure. They would laugh at the idea, in fact, and were far from entertaining a desire to see it attempted. Their great objection to it was the belief, which they entertain, that it would cause a great reduction in prices. Mr. Claflin was not quite decided himself as to this matter. Like Mr. Duncan, he thought there was no desire general among business men to see an attempt made to resume specie payments. There is no particular anxiety in regard to the matter. He believed it would be a good idea to abolish reserves, and, from a hasty consideration of the subject, he did not think he should be opposed to the system of banking proposed by Senator Sherman, but he should like to have more time to consider the bill before expressing a settled opinion on this part of the subject.

VIEWS OF MR. S. B. CHITTENDEN.

Mr. S. B. Chittenden, importer of and dealer in dry goods, highly approved of the provisions of Mr. Sherman's bill as regards the circulation and reserves of the national banks. He understood the bill to remove the limit from the issue of national bank notes after July 1, 1873, and to repeal the requirement of reserves six months later. He could see no reason why both steps should not be taken at the same time, and the sooner the better. Free banking, with the present security as to the bank bills, was absolutely necessary as a preliminary to the resumption of specie payments.

Concerning the proposition of the Sherman bill as to resumption, two objections occurred to him. One was that to make it optional with the Secretary of the Treasury to redeem notes in coin or bonds was to give too much power to one man. It would be as vicious in theory and dangerous in practice as to recognize in Mr. Boutwell the right to reissue the $44,000,000 of greenbacks retired under Mr. McCulloch. That would be utterly pernicious, and this would not be essentially different. The second objection was that the period of resumption was placed too near. People would have no faith in resumption actually taking place with so little time to prepare for it. Mr. Sherman, however, probably intended the date as a feeler, or perhaps he placed it so near to have something to concede to opponents.

Mr. Chittenden was not clear as to the operation of the proposed law on Wall-street combinations, but would fear the strength of the latter. He regarded the banking features of the bill as the most important, and of these he strongly approved.

### The Paterson Silk-Weavers.

The strike of the Paterson silk-weavers was ended yesterday, after two months' duration. The weavers struck because the employers proposed to reduce their wages from fifty cents to forty cents per yard for weaving plain goods. The Messrs. Tilt, the largest silk-weavers in the country, yesterday agreed to pay the men forty-five cents per yard, and other employers agreed to pay forty-six cents per yard. The men agreed to go to work next Monday on those terms.

### THE DEPUTY CHAMBERLAIN.

#### The Argument Continued—A New City and County Book-keeper Appointed.

Argument in the Palmer-Foley litigation was continued yesterday.

Mr. John H. Strahan showed several instances in the Department of Public Works and the Tax Office where deputies were appointed by the Controller, and no question raised as to the validity of such appointments under the charter of 1870.

Chief-Justice Barbour said he had found a general statute which provided that deputies in office shall be appointed by the principals, unless otherwise specially provided for.

Mr. A. R. Dyett, on behalf of Mr. Foley, maintained that, under the decision in 9th Paige, no judgment could be rendered in this case, except such as would determine the relative rights of Mr. Foley or Walter B. Palmer to the office, and such determination must be reached only by a *quo warranto*.

Chief-Justice Barbour said the relief sought in this proceeding was to restrain the defendant from interfering with the business of the office of the Chamberlain, under color of title to the office of Deputy Chamberlain, thus endangering the public moneys, for the safety of which the plaintiff was under bonds to respond. It is the defendant who sets up the title of Deputy Chamberlain, by way of justifying the intrusion complained of, and on that side it cannot be complained of by defendant that the question is considered by the Court. If the defendant wishes to test his title to the office of Deputy Chamberlain by writ of *quo warranto*, he is not debarred from doing so by the injunction.

Mr. Dyett contended that the current of decisions was to the effect that where the principal question at issue was the title to a public office, that question must be determined by proceedings in the nature of a *quo warranto*, and by such proceedings only.

Ex-Judge Edmonds replied, on behalf of the plaintiff, and said, so far as the defendant is concerned, this was an attempt to take the City's funds—$50,000,000 during the course of the year—from the custody of the Chamberlain, who had qualified in bonds to the amount of $1,300,000, and transfer them to the Controller, who had given bonds in only $20 000.

The argument was continued to a great length, and upon its conclusion the Court took the papers and reserved its decision.

Yesterday Controller Green appointed F. A. Southmayd as book-keeper to the City and County, a clerkship in the bureau of the Chamberlain made vacant by the removal of William B. Rockwell. As the Chamberlain has not recognized the Controller's right to remove Mr. Rockwell from the position, he also does not recognize this right to fill a vacancy which he, the Chamberlain, says does not exist. Mr. Southmayd did not yesterday make any attempt to enter upon his duties, and Mr. Rockwell therefore continued in office.

### City Railroad Extension—Compensation to the City for a Branch Track Roadbeds.

The Supreme Court Commissioners on the Second-avenue Railroad extension submitted their decision at a meeting of the counsel for the City and the representatives of the Company, at No. 40 Wall-street, yesterday afternoon.

The proposed extensions, as stated in yesterday's TIMES, will be as follows:

1. An extension from Chatham-street through Worth-street to Broadway, by double track.
2. An extension from Second-avenue, through Astor-place, to Broadway, by double track.
3. An extension from Second-avenue, through Eighty-sixth-street, to Avenue A, and thence by Avenue A to the Astoria Ferry, at the foot of Ninety-second street, by double track.
4. An extension by a single or parallel track from Second-avenue at Twenty-third-street, through Second-avenue, Houston, Forsyth, and Division streets to Chatham-square, with a side track from the corner of Grand and Forsyth, through Grand, Chrystie, and Division streets to Chatham-square.

This will connect the road with Broadway at two important points and with an East River ferry. At the meeting yesterday Mr. R. Martin, Chairman of the Commission, stated that after careful consideration of the subject in its general and special aspects, they had decided that one-third of one per cent. of the gross earnings of the entire road would be a fair annual compensation to the City for the use of the road-bed for the branch tracks in question. A charge of two and a half per cent. on the gross earnings of the extensions would be a just rule for all the roads, and in this case would involve the payment of 83-100 of one per cent. of the gross receipts of the entire line; but as this tax has not been paid by any other road, and as the Second-avenue line is not so profitable as some of its rivals, the Commission, as above stated, decided to abate the tax to one-third of one per cent. on the earnings of the whole road. Payment on this basis will commence on Oct. 1 of the present year, and for the use of the extension road-bed from the present time until then the Company is taxed the round sum of $1,000. Hereafter, the amount of the tax will be paid to the City on Nov. 1 each year. Last year the gross earnings of the Second-avenue Road amounted to $625,000, the tax on which, at the rate fixed by the Commissioners, would be $2,083, but it is estimated that the revenue from the extensions, will add about $700 to the tax.

In summarizing the business of all the roads in New-York, the Commissioners state that in 1871 the capital stock and bonded debt of the former amounted to $18,436,320; receipts from passengers, $6,229,018; expenses, $5,191,174, leaving a net profit in that year to all the companies of $1,037,844. Of this the profits of the Second-avenue line were $104,794. The line now has 41,804 feet of double track, which will be increased by 14,752 feet by the extensions.

The Commissioners will present their report in full, including their decision and the testimony taken in the matter, at another meeting to be held on the 27th inst., and the decision will then be submitted for confirmation.

### Condition of the Streets.

A heavy rain-storm occurred early yesterday, and as a warm south-westerly wind prevailed at the time the consequence was that the snow melted rapidly, and the streets were soon flooded with water. Those who were so unfortunate as to be compelled to be abroad before daylight were drenched to the skin by the rain, besides having to wade recklessly through rapid streams of turbid water, or flounder in and out of deep and treacherous pitfalls. The gutters in all of the down-town streets were so choked up with ice and snow that they failed to perform their functions, and in many instances deep streams of water could be seen pouring into cellars or basements, as is usually the case whenever an unusual flow occurs.

But the rain was a blessing to the City, for it thoroughly washed the sidewalks and crossings, and reduced the volume of those huge mounds of ice that have been an eyesore and annoyance for the past two weeks. The storm ceased about 7 o'clock, and the fog that had been generated by the rapid melting of the ice and snow, also lifted, thereby giving relief to the pilots of ferry-boats on the rivers, they having been compelled for several hours to run their boats by the sound of the heavy fog-bells, which kept up a constant and ominous clamor during the period of the fog. Walking yesterday in this City was quite agreeable compared to the experiences of pedestrians during the past fortnight, and as the side streets were more passable for teams the crush in Fulton, Cortlandt and other much-frequented streets was not so great. Broadway was of course crowded, but people found the dangers of crossing much lessened.

For a wonder the Street Cleaning Department evinced a purpose to clear the streets and assist the elements in removing the ice. Gangs of men were frequently to be met with, armed with picks and shovels, and busy in loosening the hummocks of ice and snow, in order that the thaw might progress more rapidly. Should the present warm spell continue a few days longer both traffic and travel will once more resume their usual currents and volume.

### Franklin's Birthday—Celebration by the New-York Typographical Society.

The 167th anniversary of the birthday of Benjamin Franklin was commemorated last night by the New-York Typographical Society at their rooms, No. 3 Chambers-street. Addresses were made by Messrs. C. C. Savage, Rev. Dr. Prime, E. M. Skidmore, Chas. McDevitt, Wm. Oland Bourne, T. C. Faulkner, S. F. Baxter, J. H. Easton, and others. William Oland Bourne recited a poem entitled "One Thousand Ems," relative to the death of Horace Greeley, and the proposition that each compositor who has either worked with or for the deceased set up 1,000 ems of type and give the proceeds toward the erection of a statue.

The following resolutions were adopted relative to the death of Dr. Leavitt:

*Whereas*, It has pleased Divine Providence to remove from his earthly labors our veteran associate and co-laborer, Rev. Joshua Leavitt, D. D.; and

*Resolved*, That the New-York Typographical Society place on record their tribute to the eminent worth, high character, and faithful labors of Rev. Joshua Leavitt, D. D., associate editor of the *Independent*, who, during forty years of service in the editorial profession in this City, has earned the friendship and regard of the typographical fraternity in all the relations in which he has mingled with them.

*Resolved*, That in the death of Dr. Leavitt, the editorial profession has lost an able and eminent member, the church an earnest and successful preacher, and the cause of freedom and political reform a zealous and faithful advocate.

# THE COAL TRADE.

## The Proposed Combination Among the Companies—Interview With Prominent Men in the Business.

If the proposed combination to increase the price of coal be successful, consumers will be forced to pay $7 25 per ton for their coal, instead of from $6 to $6 50, the present price. There is now an advance in each cargo of fifty cents per ton over the rates of last year, and the further advance contemplated will bring the cost of coal, on barges, up to $8 25. The additional expense for freight will add at least $2 per ton to its cost before it reaches the consumer, thus making the latter pay $7 25 per ton for the coal he is forced to burn. The corporations combining to raise prices are the Philadelphia and Reading Railroad Company, Delaware and Hudson Canal Company, Delaware, Lackawanna, and Western Railroad Company, Wilkesbarre Coal Company, Lehigh Coal and Navigation Company, and the New-Jersey Central Railroad Company.

The Philadelphia and Reading Railroad Company, which inaugurated this movement, procured, at the last session of the Pennsylvania Legislature, the passage of an act, giving it, under the name of the Reading Coal and Iron Company, the right to own and work coal mines and lands. Under the charter thus obtained this Company expended during the past year $60,000,000 in the Schuylkill region. The money was spent in buying the entire or controlling interest of large collieries in that district. The Company did not cease making purchases until it had the control over mines producing 2,700,000 tons of coal per annum. With the desire to become the dominant power in the coal interests of the region, they have made propositions to the owners of the remaining collieries, producing 3,242,000 tons, to combine with them, and receive a certain sum per ton for their coal.

The Company is met by strong opposition on the part of the proprietors of the collieries not under its control, who prefer to regulate themselves the production and sale of their own coal. To successfully oppose this giant combination, they are raising funds, and are resolved to resist it with energy. Coercion is threatened by the Reading Company, through the influence of its double railroad. The cost of transportation is to be raised, and many obstacles of a vexatious character are to be thrown in the way. It would appear, from inquiry, that the majority of coal-dealers of Philadelphia, and the trade generally, sympathize with the proprietors of collieries who oppose the Company. The Pennsylvania Coal Company, among others, is not at present favorable to the combination. It is proposed in this scheme to make the price of coal in cargo $4 75 per ton in April, and $5 50 in October. This is considerably more than the average of last year, and nearly $1 per ton higher than in April, 1872. About 15,000,000 tons of anthracite coal are affected by the movement, which may well create apprehension in the market. Over 80,000 acres of anthracite coal fields are owned by the Company, and ninety-eight collieries are situated upon their property. Lessees work the majority of these, but the Company intend hereafter to work twenty-nine of them. The tonnage of the lands last year was 3,080,880 tons, and $946,774 69 were derived from rents. In the plans proposed there is said to be a project for the building of steam vessels of from 600 to 1,500 tons capacity and the erection of a ship-yard at Richmond, Va. The recent meetings held in this City have been for the purpose of inducing the entire coal trade with proprietary interests to acquiesce in the movement inaugurated. Middlemen, who buy their coal from the owners of mines and sell it to the consumer, are naturally opposed to the movement, and, with reason, argue that, instead of benefiting the latter, it is detrimental to his interests. Mr. Franklin B. McGowen has much to say in regard to the largely-increased production of last season, and argues that the demand for 1873 will be increased over that of last year. To support this theory, he places the average increase of consumption at about nine and one-half per cent. over the previous year. The increase in the number of blast furnaces, he believes, will require at least 750,000 additional tons during the year. New markets, he says, have been opened for anthracite coal by the extension of railroads into the interior of the country, where wood has been used heretofore, and by these new markets the consumption of coal has been increased more than one ton annually for each member of the community.

The high price of coal in England will, Mr. McGowen believes, induce European steamship lines to buy more coal in this country, and the low price at which it sold last year has aided to introduce it into sections of the country where wood was before burned. In this way, it is argued that over 3,000,000 more tons of coal will be burned this year than in 1872, and it is believed that it will be difficult, this year, to produce a quantity so much in excess of the demand as to appreciably depress the market.

A prominent official of one of the largest coal companies outside of the combination, said to a TIMES reporter yesterday that there was little cause for alarm in the trade generally. The coal trade is like every other branch of business, subject to the laws of supply and demand.

It is not at all probable that anything can be done by any combination which will keep prices permanently above rates at which a fair profit can be made.

There are so many conflicting interests that it is impossible to maintain excessive prices for any length of time. If anthracite or hard coal becomes too costly, bituminous or soft coal will be bought by the consumer. The country produces from 35,000,000 to 38,000,000 tons per annum of both kinds, and England produces about 120,000,000. With our production we have, he said, too much for the present demand, and with the development of new mines are more likely to over-produce than to fall short. This gentleman also discussed with Mr. McGowen's views relative to the increase of iron manufactories affecting the market. In regard to an English demand, he said that the increase in the price of coal in that country was principally due to the recent strike, and that difficulty was, or would soon be, amicably settled, and in the interest of the collieries. Illustrating his point as to the difficulty of getting up a combination in which all the persons concerned would act in concord, he said that once there were a number of merchants in this City who united to get up a corner in sails. That commodity was scarce at the time, and nearly all the salt in the market was bought up. All of the merchants in the combination, after getting the salt in their hands, found a slow sale for it. It was finally discovered that one of their number, a Quaker, was rapidly disposing of his stock. He was asked if he was selling at the price agreed upon, and he proved to them that he was; still his business continued active, while that of the others was decidedly dull. It was finally ascertained that instead of weighing the salt from the top of his measure, and selling a clean bushel as is customary, he sold heaping measures, which, becoming known, of course attracted all the trade to his doors. Thus it is, he said, with the sale of coal, there are a thousand and one ways of seeming to be selling the same as other dealers, and at the same time so satisfying the customer as to make him reconciled to the nominal increase in rates.

Another gentleman, a coal-dealer not interested in the combination, said that there was no question that the market will take as much anthracite coal this year as last, but he was not thoroughly convinced that the demand would be so much larger as to warrant an increase on present rates. The Treasurer of the Delaware and Hudson Canal Company said that there was no intention on the part of the companies combining to work a hardship in raising coal to excessive rates. Such a thing, he thought, was impossible. All that they required was a fair price for the coal brought to market. Last year, he argued, owners of mines made no profit on their coal, and in some instances lost money. The public, he believed, did not fully understand the value of coal. It is not like wheat and other cereals which, when taken out of the land, is annually replaced by fresh crops. The coal once dug from the earth and burned, never can be replaced. If it is fair, he said, to charge $10 for a barrel of flour, it is fair to charge $7 or $7 25 for a ton of coal, which has an importance in domestic economy which is too lightly valued. Ten or twelve millions of tons of coal were carried by the Delaware and Hudson Canal Company last Summer. It was the present purpose of the combination to produce only enough to supply an easy demand, and to avoid glutting the market. The mines would not be worked as much as heretofore, and coal would be kept back from the market to regulate the price. The New-Jersey Central Railroad Company, he said, were largely interested in coal lands, and all the proprietors of collieries were also interested in getting better prices another year.

The Treasurer said that the companies combining were fully aware that there were many checks preventing them from raising the price of coal exorbitantly. Among these checks was the supply of bituminous coal, which by any action of this kind would be brought into greater request. He assured the reporter that no meeting of the combination had been held yesterday.

### Fire in Water-Street—An Assistant Engineer Injured.

Shortly after 7 o'clock, last evening, a fire broke out in the second floor of the building No. 183 Water-street, occupied by Underhill & Miller, as a drug warehouse. The fire is supposed to have originated from an over-heated stove on the second floor of the building. The Fire Department was promptly on hand, and the fire was soon extinguished. The damage to the building and stock will not exceed $1,000, and this is fully covered by insurance.

Assistant Engineer George H. Erlacher, of the Second Battalion Fire Department, while proceeding to the fire, through Pearl-street, was thrown to the pavement and sustained serious injuries. He was removed to the Park Hospital.

# NEW-YORK AND SUBURBAN NEWS.

## NEW-YORK.

The steamer Erie had as cargo 30,000 bags of coffee, worth nearly $1,000,000.

On account of the death of Mr. Isaac N. Seymour, father-in-law of Mr. Mount, one of the jurors in the Jumel case, the further hearing of evidence in that case was yesterday adjourned until Monday.

The funeral services of the late Rev. Joshua Leavitt, D. D., will be held at the Church of the Pilgrims, Brooklyn, to-day, at 2 P. M. The services will be conducted by Dr. R. S. Storrs, Jr., and Dr. Leonard Bacon.

William J. Healey, Pay-master in the United States Navy, who was arrested on the charge of conspiring to defraud the Government of $10,000, by means of fraudulent vouchers, was yesterday released on bail by Commissioner Shields, Mr. Jesse R. Irwin, of No. 40 West Fourteenth-street, becoming his surety in $5,000.

Complaint has been made that the Fire Department is suffering on account of the failure of the Controller to honor the requisitions of the Department. No requisitions of the Fire Department are now before the Controller, but he is anxiously awaiting the transmission of their bills to the Finance Department so that their creditors may be able to have their accounts settled promptly.

Farragut Post No. 75, G. A. R., have elected the following officers; Commander, Richard H. Greene; S. V. C., W. T. Ackerson; J. V. C., J. H. Meredith; Chap., S. Adams; Q. M., J. Loomis; S. M., H. C. Haslett; Q. M. S., C. E. Langdon; O. D., J. J. Humphreys; O. G., A. Cornish; 1 S., J. Kelly; 2 S., A. Brotherson; 3 S., A. Felix; Delegates to Elmira, J. H. Meredith, J. M. Davis; Acting Adjutant, A. Luerson.

## BROOKLYN.

John Ryan, aged seventy, residing at No. 93 Norna Fourth-street, E. D., was found dead in his bed yesterday morning.

Ex-Mayor Kalbfleisch is recovering from his recent severe illness, and will probably be able to be out in a few days.

It is proposed to call a mass-meeting of the citizens of Brooklyn with reference to the subject of rapid transit.

Alderman Clancey, President of the Common Council, has completed his appointments of the standing committees for the year 1873.

The third meeting of the police officers of Brooklyn, for the purpose of getting an increase of pay, was held in the Hack Inspector's office, City Hall, yesterday. A committee was appointed to present the petitions and to get